

# Chapter 5

## Regional Road System

### INTRODUCTION

The Peninsula Regional Transportation Planning Organization (PRTPO) is a four-county transportation planning organization that consists of Clallam, Jefferson, Mason, and Kitsap counties (Figure 5.1, "Peninsula Regional Transportation Planning Organization – Location Map"). The purpose of this chapter is to analyze the State Routes, county roads and city streets within the four county area that have been identified as having "regional significance" by the PRTPO member agencies. The roads that have been determined to have regional significance are part of the peninsula "regional road system." This chapter provides an inventory and description of the regional road system, identifies existing system deficiencies and offers recommendations aimed at correcting these deficiencies.

The roads in the Peninsula regional road system are found on two separate peninsulas. Clallam, Jefferson and Mason counties are on the Olympic Peninsula; and, Kitsap County is on its own smaller peninsula. The Hood Canal separates the two peninsulas. The Hood Canal Bridge is located in northern Kitsap County and is the only roadway connecting the Kitsap and Olympic Peninsulas. Other roadway access to the peninsulas is located on the southern end of the peninsulas by State Routes 3, 16, and U.S. 101; or, is gained via ferry travel. As stated earlier, the Regional Road System Chapter will analyze the regional road system on the two peninsulas, including the Hood Canal Bridge.

This chapter focuses on capacity needs (mobility) and only addresses safety and maintenance issues in a general sense. Capacity needs are determined through an analysis of various roadway characteristics such as functional classification, traffic volumes, lane configuration, access, typical section and level of service. It should be noted, however, that many areas of the PRTPO are rural and are not faced with capacity issues, but rather with safety, maintenance, and preservation issues. Though issues in the rural areas are primarily safety, and preservation in nature, they are also issues of significant concern in the urban areas. Safety, maintenance, and preservation issues are more fully identified in other planning documents. The general inclusion of safety and maintenance in this document is meant to underscore the importance these issues carry for roadway facilities. Capacity or mobility, safety, and maintenance issues are interconnected and are all-important aspects of an effective regional transportation system.

It is also important to note that the PRTPO Regional transportation Plan (RTP) does not directly analyze particular intersections located in the study area. Instead the plan analyzes roadway segments and will attempt to determine if the segment has a current capacity deficiency or, due to growth, will be over capacity in the projected future. If a segment is considered to be at or near capacity, then all intersections located within the segment's length should be evaluated at the local level to analyze if a problem exists and determine potential solutions. This chapter will, however, list those intersections determined, by the PRTPO, to be of regional significance.

The analysis of regional roadways connecting to ferry terminals is also included in this chapter, although the evaluation of the ferry system link will be addressed in the discussion of the Regional Multimodal System Chapter 6. This chapter is organized into the following sections.

- Analysis Procedure

- Existing Conditions
- Forecasts
- Deficiencies
- Maintenance and Preservation
- Safety
- Alternative Solutions

## ANALYSIS PROCEDURE

The Growth Management Act (GMA) provides for the coordinated planning of regional transportation facilities and services. As described in GMA, a regional transportation plan should ensure consistent inter-jurisdictional planning, and consequently avoid adverse impacts that would arise from uncoordinated local jurisdictional planning. At the same time, the GMA is clear that the regional plan should be based on existing county and city comprehensive plans. This requirement facilitates a locally based regional plan that is the result of careful coordination between jurisdictions and public involvement.

The analysis of the regional road system is one element of the overall plan. Other elements include freight and tourist usage, non-motorized traffic, the multimodal system (transit and ferries), transportation demand management (TDM), and airports. The regional road system analysis considers a number of factors, definitions and designations including: the functional classification designations of the roadways, level of service thresholds and standards, descriptions of roadway physical characteristics, existing traffic volumes, and estimated traffic growth rates.

### *Analysis - Approach and Process*

Developing this chapter of the Regional Transportation Plan requires identifying and describing the existing regional transportation system. This process included several steps. First, the PRTPO identified which road segments were regionally significant and should be included in the plan.

Second, a determination was made that it was appropriate to use regional levels of service as a measure of capacity deficiency. A level of service analysis determines roadway capacity deficiencies. As stated previously, the focus on level of service and capacity does not mean that the safety and maintenance issues were determined to be less significant. The level of service standards set in this chapter are coordinated with those set by WSDOT and local governments, in concert with the requirements of Washington State Law.

The analysis provides information about traffic trends that can be used by local transportation planners and officials in the planning and evaluation of their own local transportation systems. The plan provides information regarding existing and future deficiencies and general solutions that resulted from coordination with the Washington State Department of Transportation (WSDOT) and local jurisdictions (PRTPO members); and, included public involvement, and planning analysis. With this information, local transportation officials can proceed with more detailed studies of the identified problem area(s). Local transportation officials can also evaluate the general solutions provided in this chapter to determine if further coordination with other agencies and jurisdictions will be required.

For the third step in the analysis process, the PRTPO identified the amount and type of data needed and how this data would be organized. This led to the formation of a database. Several different types of data were collected (see the descriptions provided below), including functional classification and roadway level of service.

### *Identification of a Regional Road System*

Regional significance was determined by the analysis of several factors. High volume roadways did not automatically determine regional significance. The PRTPO considered several issues to determine the roadways regional significance. The issues considered were:

- Volume of inter-county and intra-regional traffic;
- System use by regional tourist traffic;
- System use by commercial and freight traffic; and,
- Impact on the economic stability of PRTPO area.

Figure 5.2 and Table 5.1, “depicts the Region’s major roadways that were determined to have regional significance. . Once roads were identified, data was collected and analyzed to determine if there were any deficiencies in the regional road system. The data that was collected for the regionally significant roads was combined in a database for additional analysis.

### *Database*

The database that was developed for the regional road system consists of information furnished by the member agencies and WSDOT. The database contains characteristic data for each roadway link, including the name of the responsible jurisdiction, link description, milepost locations, functional classification, existing traffic volumes and existing level of service.

The traffic volumes furnished and used in the analysis were Annual Average Daily Traffic (AADT). The most recent counts available for a given roadway link were used in the analysis unless they were found to be inconsistent with other counts within the same area. If more than one count was available for a given link, the average of the counts for the link was used. If one or more counts appeared to be inconsistent with the other counts in the same link or with counts in adjacent links, the suspect figures were not used. The AADT counts include all traffic on a roadway—commuter trips, errands, trucks activity and recreational trips.

The data was analyzed to identify existing system deficiencies. The data was then used in a forecasting model that identified future deficiencies based on current trends. Existing and future deficiencies, and associated analysis procedures will be discussed later in this chapter.



**INSERT Figure 5.2, “PRTPO Regionally Significant Roadways”**



**Table 5.1**  
**Peninsula Regional Transportation Planning Organization**  
**Regional Road System**

**I. STATE ROUTES**

COUNTY	ROADWAY	FROM	TO
All	Highway 101	Throughout region	
Mason/Kitsap	SR 3	Mason and Kitsap	
Kitsap	SR16	Pierce/Kitsap line	SR 3 Jct.
Jefferson	SR 19	SR 20 Jct.	SR 104 Jct.
Jefferson	SR 20	Hwy. 101 Jct.	Port Townsend Ferry
Mason	SR 102	Hwy. 101 Jct.	Correction Center
Jefferson/Kitsap	SR 104	Hwy. 101 Jct.	Kingston Ferry
Mason	SR 106	Hwy. 101 Jct.	SR 3 Jct.
Mason	SR 108	Grays Harbor/Mason line	Hwy. 101 Jct.
Clallam	SR 110 (La Push Rd)	Hwy. 101 Jct.	Quileute Indian Res.
Clallam	SR 110 (Mora Rd)	Rialto Beach	La Push Rd
Clallam	SR 112	Neah Bay	Hwy. 101 Jct.
Clallam	SR 113 (Burnt Mt. Rd)	Hwy. 101 Jct.	SR 112 Jct.
Clallam	SR 117	Marine Dr.	Hwy. 101 Jct.
Jefferson	SR 116	Rhody Dr./SR 19	Fort Gate Rd/Fort Flagler Boundary
Mason	SR 119 (Lake Cushman Rd)	Hwy. 101 Jct.	Staircase Park
Kitsap	SR 160 (Sedgwick Rd)	SR 16 Jct.	Long Lake Rd/Southworth Ferry Terminal
Mason	SR302	SR 3 Jct.	Mason/Pierce line
Kitsap	SR 303 (Waaga Way)	SR 304 Jct.	Old SR 303 (Silverdale Way)
Kitsap	SR 304	SR 3 Jct.	Bremerton Ferry Landing
Kitsap	SR 305	Winslow Ferry Terminal	Poulsbo City Limits
Kitsap	SR 307 (Bond Rd)	SR 305 Jct.	SR 104 Jct.
Kitsap	SR 308	SR 3 Jct.	Naval Reservation Boundary
Kitsap	SR 310 (Kitsap Way)	SR 3 Jct.	SR 304 Jct.

## II. COUNTY/LOCAL ROADS

COUNTY / CITY	ROADWAY	FROM	TO
<b>Clallam</b>	Airport Rd	Hwy. 101 Jct.	Edgewood Dr.
	Carlsborg Rd	Hwy. 101 Jct.	Old Olympic Hwy.
	Hoko Ozette Rd	SR 112 Jct.	End
	Kitchen Dick Rd	Hwy. 101 Jct.	Woodcock Rd
	Lotzgesell Rd	Kitchen Dick Rd	Marine Dr. (E leg)
	Marine Dr	Lotzgesell Rd	Sequim-Dungeness Way
	Neah Bay Rd	SR 112 Jct.	End
	Old Olympic Hwy.	Hwy. 101 Jct.	Sequim-Dungeness Way
	Olympic Hot Springs Rd	Hwy. 101 Jct.	National Forest Boundary
	Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.
	Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary
	Woodcock Rd	Kitchen Dick Rd	Sequim-Dungeness Way
<b>Port Angeles</b>	Hurricane Ridge Rd/Race St	SR 101	Hurricane Ridge
	Lauridsen Blvd	Airport Rd	SR 117
	Lauridsen Blvd	SR 101 (Lincoln St)	Race St
	First St/Front St Couplet & Marine Dr	SR 101	SR 117
	Lincoln St, Laurel St & Oak St	First St, Front St Couplet	Railroad Ave (Ferry Landings)
<b>Jefferson</b>	Center Rd	Hwy. 101 Jct.	Beaver Valley Rd/SR 19
	Chimacum Rd	Beaver Valley Rd/SR 19	Oak Bay Rd/SR 116
	Clearwater Rd (DNR)	SR 101	Hwy. 101 Jct.
	Upper Hoh Rd	Hwy. 101 Jct.	National Park
<b>Port Townsend</b>	Discovery Rd	Mill Road	San Juan Ave
	San Juan Ave	19 <sup>th</sup> St	Admiralty Ave
	Admiralty Ave	San Juan Ave	W Street and Fort Worden
	Water St (end of SR 20 to Downtown Historic District)	SR 20 (at Ferry Landing)	Monroe Street
<b>Mason</b>	Brockdale Rd	Island Lake Drive/CL	SR 101 Jct.
	Cloquallum Road	Lake Blvd/CL	Mason/Grays harbor Line
	Dayton Airport Road	Shelton Matlock Road	SR 102



COUNTY / CITY	ROADWAY	FROM	TO
	Hurley-Waldrup Road	SR 108 Jct.	SR 101 Jct.
	Johns Prairie Road	Brockdale Road	SR 3 Jct.
	Kamilche Lane Road	SR 101 Jct. @ Lynch Road	SR 108 Jct.
	McReavy Road	SR 106 Jct.	Brockdale Road
	Old Belfair Highway	SR 300 Jct.	Mason/Kitsap Line
	Purdy Cutoff Road	SR 101 Jct.	SR 106 Jct.
	Shelton Matlock Road	Railroad Avenue/CL	Mason/Grays Harbor Line
	Old Olympic Highway	SR 101	SR 101
	Clifton Lane	SR 3 Jct.	SR 300 Jct.
<b>Shelton</b>	Alder Street	Eighth St	First St
	North Thirteenth	Olympic Highway North	Johns Prairie Rd
	Northcliff	Alder St	North Thirteenth
	Olympic Highway North	Alder St	Wallace Blvd
	Wallace Blvd	Johns Prairie Rd	SR 101 Jct.
	Brockdale Rd	Johns Prairie Rd	Island Lake Rd
	First St	Railroad Ave	Alder St
	Railroad Ave	County line	First St

### ***Functional Classification***

The regionally significant highways and roadways, as identified by the PRTPO, have been identified according to functional classification. The functional classification system is based on a road's ability to provide either mobility or access to land. There are five road classes used to describe roads: principal and minor arterials, major and minor collectors, and local roads. Specifying whether the road is part of an urban or rural roadway system further defines these classes. Table 5.2, " ", presents a brief description of the roadway functional classification system. The table is based on the WSDOT publication *Guidelines for Amending Urban Boundaries, Functional Classifications and Federal Aid Systems*.

**TABLE 5.2  
ROADWAY FUNCTIONAL CLASSIFICATION DESCRIPTIONS**

<b>Functional Class</b>	<b>Urban 5,000 population or more</b>	<b>Rural</b>
Principal Arterial	Serves regional major activity areas. Carries all inter-urban and significant intra-urban auto and transit trips. Offers most mobility, least land access. Fully or partially controlled access.	Carries statewide or interstate travel. Serves most urban areas with populations of at least 25,000. Provides an integrated network.
Minor Arterial	Interconnect and augments principal arterials. Distributes travel to areas smaller than those associated with major arterials. Places more emphasis on land access than principal arterials.	Links cities, larger towns and major activity areas (e.g., resorts). Forms integrated network of providing interregional and inter-county service. Spaced so that all developed areas are within reasonable distance of arterial highway. Provide for high travel speed with minimum interference to through movement.
Major Collector	Provides both land access and traffic circulation within residential area. Provides intra-community continuity but doesn't penetrate identifiable neighborhoods. Carries local bus routes.	Provides service to county seats and major towns. Link county seats and major towns with nearby cities and arterials. Serves the more important intra-county travel.
Minor Collector	Collects traffic from local system and channels it to arterials. Provides both land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas.	Collects traffic from local roads. Provides for all developed areas to be near collector road. Provides service to smaller communities. Link locally important traffic generators with their rural hinterland.
Local	Provide direct access to abutting land and access to higher classified cities. Offers least mobility. Usually contains no bus routes. Through traffic deliberately discouraged.	Serve primarily to provide access to adjacent land. Provide service to travel over relatively short distances.

As stated above, mobility is a key component in the functional classification system. When reviewing the regional road system, it is important to note that arterials provide the most mobility in the functional classification system. Arterials connect major destination points such as cities and communities. Sometimes distinctions are made between principal arterials and minor arterials, distinguished by the importance of the destination, and the priority given to mobility. Collectors serve as the link between arterials and local streets. They gather (or collect) traffic from the smallest streets (local access) and direct the traffic onto the arterial system. Local streets are those which provide direct access to property (and limited mobility). For local streets, mobility is not considered as important as access to land uses.

Roadway spacing and design standards for roads are directly related to the functional classification of the road. In addition, right-of-way width requirements, lane widths, design speed and other similar characteristics are all related to a roadway's functional classification. Both the *Local Agency Guidelines* and the *Design Manual* prepared by WSDOT provide specific guidelines and requirements for design details. The *WSDOT Design Manual* is typically used by WSDOT and consultants to prepare design of state highways. The provisions contained in the *Design Manual* may not be applicable to local jurisdiction roadways that are not state highways. The *Local Agency Guidelines (LAG Manual)* were developed by WSDOT to provide consistent recommendations to local jurisdictions for the design of roadways.

### ***Level of Service***

The analysis of the regional road system contained in this chapter update primarily considers mobility (the capacity of the system). Capacity of a facility is defined as the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point of uniform section of roadway during a given time period under prevailing roadway, traffic and control conditions. Capacity can be presented in a number of ways: in terms of peak hour volumes, as a measure of average daily volumes, and as an index of congestion (to list a few).

Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. The Highway Capacity Manual utilizes a system of six LOS designations to describe operational LOS of a facility. Letters designate each level from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and a driver's perception of those conditions. Safety is not included in the measures that establish service levels. Factors affecting capacity and level of service include:

- Base Conditions – weather, pavement condition, standard design parameters.
- Roadway Conditions – geometrics, configurations, design speed, roadside elements, etc.
- Traffic Conditions – vehicle type, directional distribution and lane distribution.
- Control Conditions – signals, Stop signs, Yield signs, interchanges, etc.
- Technology – emerging technologies such as ITS.

Table 5.3, provides generalized descriptions of level of service categories and is based on definitions provided in the *Highway Capacity Manual*.

**TABLE 5.3**  
**ROADWAY LEVEL OF SERVICE DEFINITIONS**

<b>LOS Category</b>	<b>Definition</b>
Level of Service A	Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
Level of Service B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
Level of Service C	In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
Level of Service D	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
Level of Service E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
Level of Service F	Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.

Congestion is another factor in determining level of service. Congestion is typically defined by when, how often, and for how long a driver is delayed or even stopped. With the varying geographic conditions of Washington State, defining congestion on a statewide basis is a difficult task. In the past, WSDOT has compared each highway's peak hour volume to capacity (v/c) ratio. This method (as do the LOS A through F designations) demonstrates congestion levels during the "peak hour" but do not account for the fact that many roadways experience significant congestion outside of the "peak hour".

A more refined deficiency analysis was developed by WSDOT and used in the preparation of the 2002 State Highway System Plan. The new analysis uses an array of data to take into account the severity of congestion over a 24-hour period. Index values under the new system range from 1 (little or no congestion) to 24 (theoretically congestion over the entire 24 hours in a day). This congestion indicator enables the comparison of each highway's daily volume of traffic to a one-our capacity. The Washington State Transportation Commission adopted thresholds to establish

“congested” highways at the index of values of 10 for urban highways and 6 for rural highways. When compared to traditional technical measures, these thresholds are approximately equivalent to LOS D operation in urban areas and LOS C operation in rural areas. Highways above these index values are identified by WSDOT as deficient.

The road segment Level of Service analysis, for this chapter update, was performed using the Transportation Research Board’s Highway Capacity Software (HCS). This software uses such information as functional class, design hourly volume, free flow speed, road and shoulder widths and number of lanes to determine traditional level of service designations (A through F). The data tables also list the congestion index value as a comparison to allow the PRTPO’s Regional Road System to be evaluated with other state highways.

### ***Regional LOS and Local Planning***

This regional analysis provides a picture of roadway levels of service in the PRTPO area. It is important to emphasize, however, that the analysis contained in this chapter is not a substitute for local level analysis and planning. Rather, the regional analysis is intended to serve as a guide to help WSDOT and local jurisdictions identify areas of potential concern.

It is important to note that a regional analysis provides averages for particular roadway segments. However, at the local level there may be some variation in the level of service. For example, at the regional level a roadway segment may be analyzed as LOS D. At the local level, that roadway segment may in fact consist of two parts – one part is LOS E, and the other LOS C. When analyzed as a whole, these two parts average to LOS D and meet the regional standard.

When the regional standard is exceeded, it is a message to WSDOT or local jurisdictions that they have a service level issue. The regional analysis provides the guidelines and parameters for declining levels of service, but the mitigation occurs at the local level through local analysis and planning. The regional analysis is broad brush and can only provide guidance, not specific project recommendations; therefore, fundamental planning decisions must be made at the local level. ,

### ***Regional Transportation Plan Level of Analysis***

The analysis method for the PRTPO uses average levels of service to determine adequacy of facilities within travel corridors. The level of service analysis in this chapter provides traffic trends and information for the use of local transportation professionals in the planning and evaluation of local transportation planning strategies. The plan identifies existing and future problem areas and highlights potential solutions that were provided by WSDOT and local jurisdictions, and as a result of public involvement and planning analysis. With this information, the local transportation officials can proceed with a more detailed analysis of the problem area. Local transportation officials can also evaluate the general solutions that are provided in this chapter to determine if coordination is required with other agencies and jurisdictions.

### *Intersection Analysis*

As stated previously, this plan does not include a comprehensive analysis of intersections located in the study area. This is due to the number of intersections in the study area, and the level of effort necessary to collect data and analyze all of the intersections. Intersection analysis is typically conducted as part of the traffic impact analysis for major development projects, as part of the overall traffic operations responsibilities of cities, and as part of the engineering for individual roadway segment improvements.

Table 5.4, lists 59 regionally significant intersections, as identified by the PRTPO, where data was available certain intersections were analyzed for existing and future level of service. The results of this analysis are presented in an appendix to this chapter. The PRTPO determined that these regionally significant intersections should be monitored periodically in order to provide WSDOT and local jurisdictions with information regarding performance and approaching deficiencies.

In general, this update roadway segments and attempts to determine if the segment has a current capacity deficiency, or if it will be over capacity in the projected future. However, segment capacity and intersection capacity are interrelated. As a road segment reaches capacity, traffic begins to back up at intersections on either end and along the segment. Therefore, if a segment is considered deficient or in a high traffic volume area, intersections located within the segment's length should be evaluated at the local level to determine if an intersection deficiency exists.

Improvements scheduled for any roadway segment must include review of all intersections occurring within the length of the project. Early in the design stage the roadway should be investigated to determine how the intersections will be treated in the new design. The improvements occurring at an intersection can be as minor as matching the grades of roads or could involve total redesign with the addition of turning lanes and signalization. The data in the PRTPO analysis can provide local transportation professionals with the basic information needed to determine if a detailed analysis or study is required to produce a design for the intersection.

Table 5.4  
PRTPO Regionally Significant Intersections

	Study Intersection (Main-Through Route@Intersecting Route)	Main Through Agency	Intersecting Agency	Intersecting Roadway Designation (HSS - Highway of Statewide Significance) (RS - Regional Significance)
1	SR-104 @ SR-19	WSDOT	WSDOT	HSS/RS
2	SR-104 @ Paradise Bay Road	WSDOT	Jefferson County	HSS/-
3	SR-19 @ SR-116	WSDOT	WSDOT	RS/RS
4	SR-19 @ Prospect Avenue	WSDOT	Jefferson County	RS/-
5	SR-20 @ McPherson Street	WSDOT	City of Port Townsend	HSS/-
6	SR-20 @ Four Corners Road	WSDOT	Jefferson County	HSS/-
7	SR-19 @ Chimacum Road	WSDOT	Jefferson County	RS/-
8	SR-104 @ Center Road	WSDOT	WSDOT/Jefferson County	HSS/-
9	SR-104 @ Teal Lk/Shine Road	WSDOT	Jefferson County	HSS/-
10	SR-20 @ SR-19	WSDOT	WSDOT	HSS/RS
11	SR-20 @ Sheridan Street	WSDOT	City of Port Townsend	HSS/-
12	SR-20 @ Howard Street	WSDOT	City of Port Townsend	HSS/-
13	US-101 @ SR-20/Discovery Bay	WSDOT	Jefferson County	HSS/HSS
14	US-101 @ Deer Park	WSDOT	Clallum County	HSS/-
15	US-101 @ Old Olympic Hwy/ O'Brien	WSDOT	Clallum County	HSS/-
16	US-101 @ Kitchen Dick	WSDOT	Clallum County	HSS/-
17	US-101 @ Barr Road	WSDOT	Clallum County	HSS/-
18	US-101 @ Blue Mountain	WSDOT	Clallum County	HSS/-

**Table 5.4**  
**PRTPO Regionally Significant Intersections**

	Study Intersection (Main-Through Route@Intersecting Route)	Main Through Agency	Intersecting Agency	Intersecting Roadway Designation (HSS - Highway of Statewide Significance) (RS - Regional Significance)
19	US-101 @ Carlsborg Road	WSDOT	Clallum County	HSS/-
20	US-101 @ Mill Road	WSDOT	Clallum County	HSS/-
21	US-101 @ Taylor Cutoff Road	WSDOT	Clallum County	HSS/-
22	SR-3 @ Lake Flora	WSDOT	Kitsap County	HSS/-
23	SR-3 @ SR-16	WSDOT	WSDOT	HSS/HSS
24	SR-104 @ SR-307	WSDOT	WSDOT	HSS/HSS
25	SR-104 @ SR-3	WSDOT	WSDOT	HSS/HSS
26	SR-16 @ Burley-Olalla Road	WSDOT	Kitsap County	HSS/-
27	SR-303 @ Clear Creek Road/ Kitsap Mall Blvd.	WSDOT	Kitsap County	RS/-
28	SR-303 @ Farigrounds	WSDOT	Kitsap County	RS/-
29	SR-303 @ McWilliams	WSDOT	Kitsap County	RS/-
30	SR-303 @ Riddell	WSDOT	Kitsap County	RS/-
31	SR-303 @ Brownsville Highway	WSDOT	Kitsap County	RS/-
32	SR-303 @ 11th Street	WSDOT	City of Bremerton	RS/-
33	SR-303 @ Sheridan	WSDOT	City of Bremerton	RS/-
34	SR-303 @ Sylvan	WSDOT	City of Bremerton	RS/-
35	SR-305 @ Suquamish Way NE	WSDOT	Kitsap County	HSS/-
36	SR-305 @ SR-307	WSDOT	WSDOT	HSS/HSS



Table 5.4  
PRTPO Regionally Significant Intersections

	Study Intersection (Main-Through Route@Intersecting Route)	Main Through Agency	Intersecting Agency	Intersecting Roadway Designation (HSS - Highway of Statewide Significance) (RS - Regional Significance)
37	SR-305 @ Day Road	WSDOT	City of Bainsbridge	HSS/-
38	SR-305 @ Sportsman Road	WSDOT	City of Bainsbridge	HSS/-
39	US-101 @ SR-106	WSDOT	WSDOT	HSS/RS
40	US-101 @ SR-119	WSDOT	WSDOT	HSS/RS
41	SR-3 @ SR-106	WSDOT	WSDOT	HSS/RS
42	US-101 @ SR-3	WSDOT	WSDOT	HSS/HSS
43	US-101 @ Kamliche	WSDOT		HSS/-
44	US-101 @ Bay Street (Safeway)	WSDOT	City of Port Angeles	HSS/-
45	US-101 @ Mt. Pleasant Street	WSDOT	City of Port Angeles	HSS/-
46	US-101 @ Monroe Street	WSDOT	City of Port Angeles	HSS/-
47	US-101 @ Colonel Street (WalMart)	WSDOT	City of Port Angeles	HSS/-
48	US-101 (Front Street WB; 1st Street EB) @ Ennis Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
49	US-101 (Front Street WB; 1st Street EB) @ Race Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
50	US-101 (Front Street WB; 1st Street EB) @ Peabody Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
51	US-101 (Lincoln Street) @ Front Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
52	US-101 (Lincoln Street) @ First Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
53	US-101 (Lincoln Street) @ 5th Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
54	US-101 (Lincoln Street) @ 8th Street (Port Angeles)	WSDOT	City of Port Angeles	HSS/-

**Table 5.4**  
**PRTPO Regionally Significant Intersections**

	Study Intersection (Main-Through Route@Intersecting Route)	Main Through Agency	Intersecting Agency	Intersecting Roadway Designation (HSS - Highway of Statewide Significance) (RS - Regional Significance)
55	US-101 (Lincoln Street) @ Lauridsen Blvd (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
56	Lauridsen Blvd @ Laurel Street (Port Angeles)	City of Port Angeles	City of Port Angeles	N/A
57	SR-117 & Marine Drive (Port Angeles)	WSDOT	City of Port Angeles	RS/-
58	US-101 & Golf Course Road (Port Angeles)	WSDOT	City of Port Angeles	HSS/-
59	US-101 & SR-117 (Port Angeles)	WSDOT	City of Port Angeles	HSS/RS
<b>Assumptions:</b>	<p>1. S = signalized intersection, TWSC = two-way stop-controlled intersection, AWSC = all-way stop-controlled intersection.</p> <p>2. Delay is measured in seconds per vehicle. At signalized intersections, delay is based on the average control delay reported for the entire intersection.</p> <p>Delay at TWSC intersections is based on average control delay for the minor movement(s).</p> <p>Delay at AWSC intersections is based on average control delay of the intersection.</p> <p>3. LOS is the Level of Service based on the methodology outlined in the 2000 Highway Capacity Manual.</p> <p>1. Yellow time varies between 2 - 3 seconds depending on the circumstances; all-red time = 1 sec.</p> <p>2. PM peak hour factor was set to 0.90 if no detailed information was available.</p> <p>3. Heavy vehicles assumed to be approx 3%, unless otherwise measured in traffic count data.</p> <p>4. Minimum cycle length = 60 sec; Optimized cycle length between 60 and 120 seconds, if existing signal timing data was not provided.</p> <p>5. A growth rate of 2%/year was used to forecast Base Year 2003, 2009, and 2023 traffic volumes.</p> <p>6. Assumed phase cycle based on traffic volume data, if existing phasing data was not provided.</p> <p>7. Intersections (highlighted in blue) were recommended for removal from the study list at TAC meetings.</p>			

## LEVEL OF SERVICE THRESHOLDS

### *PRTPO Historical Thresholds*

During the 1992-1993 PRTPO Work Program, a Level of Service Standard and methodology was developed for roadway, transit and ferry operations. The original PRTPO adopted LOS Standards for urban, rural, and tourist corridor roadway segments are listed below in Table 5.5.

**Table 5.5**  
**PRTPO 1993 Level of Service Thresholds**

Rural	LOS C	Includes areas outside city limits and urban growth area boundaries.
Urban	LOS D	Includes areas within city limits and urban growth area boundaries.
Tourist Corridor	LOS D	Rural roadways which serve as primary tourist conduits providing access to and from major tourist routes.
Tourist Access Roads	LOS C	Roadways providing direct access to specific tourist attractions and local tourist/recreational areas.

### *Tourist Corridors and Tourist Access Routes*

In 1992, after giving careful consideration to the resources and priorities of member jurisdictions, the PRTPO concluded that it was acceptable to set lower level of service standards on routes identified as primary tourist routes. The PRTPO identified these routes as Tourist Corridors, for the purpose of long-range regional planning. The lower level of service was deemed acceptable because of the seasonal and therefore sporadic nature of tourist travel. The AADT counts used in this regional LOS analysis include all traffic on a roadway – commuter trips, errands, trucking activity, and recreational trips. Consequently, identifying tourist trips using this data was (and is) not possible and additional studies would be needed to determine tourist trips. Increased congestion (and accompanying short delays) was deemed acceptable during those periods of peak tourist activity.

The following criteria were established to identify Tourist Corridors:

- 1) The responsible jurisdiction must determine the roadway to be a primary tourist conduit providing access to and from tourist attractions or areas. The other members of the Peninsula RTPO Technical Advisory Committee must concur with the determination.
- 2) The roadway typical section must conform to WSDOT design standards for principal arterials, minor arterials and major collectors; and have minimum 8-foot wide shoulders. (Note: Those segments of designated Tourist Corridors that do not currently meet these geometric requirements will be listed as segments containing deficiencies on the project needs inventory).

An important component of the previously adopted Tourist Corridor definition is the minimum 8-foot shoulder width. This criterion was required in order to provide some additional safety features to those traveling along the designated Tourist Corridors. With an 8-foot minimum shoulder, the Tourist Corridor provides enough width to accommodate vehicles that must pull over, while also providing enough width for the large recreational vehicles that are likely to use a Tourist Corridors. In addition, should bicyclists or pedestrians be using the Tourist Corridor, they will be more safely protected from the roadway travel with a wider shoulder. However, these wider shoulders are not designated bicycle or pedestrian facilities and are not intended to be a substitute for those facilities. In some areas topographical constraints may prohibit road widening.

Tourist Access routes were then identified as those roads that provide direct access to specific tourist attractions and local tourist/recreational areas, but do not have associated specific design standards.

### ***LOS Bill (1998 WA State Legislation)***

In 1998 the Washington State legislature introduced and passed House Bill (HB) 1487 referred to as the LOS Bill. This piece of enacted legislation addressed a number of issues relating to transportation and growth management planning, and calls for coordinated planning for major transportation facilities identified as “transportation facilities and services of Statewide Significance (TFSSS).”

TFSSS are identified in Appendix D of the *Washington Transportation Plan* and includes the interstate highway system, interregional state principal arterials including ferry connections that serve state-wide travel, intercity passenger rail service, intercity high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, the Columbia / Snake navigable river system, marine port facilities and services that are related solely to marine activities affecting international and interstate trade, and high-capacity transportation systems serving regions as defined in RCW 81.104.015

The bill amends RCW 47.06 where it requires the Washington State Transportation Commission to separate state highways into two categories—highways of statewide significance (HSS) and regionally significant highways (non-HSS). In a collaborative process with regional transportation planning organizations (RTPOs), the Commission and WSDOT developed criteria and designated the HSS and non-HSS parts of the highway system (RCW 47.05.021). The HSS routes are designated as part of TFSSS (interstates and state-owned interregional principal arterials). HSS routes are reviewed every five years.

The bill provides WSDOT with the authority to set level of service (LOS) standards on Highways of Statewide Significance. WSDOT has accomplished this through consultation with the various RTPOs. It also provides that RTPOs in consultation with the WSDOT will set level of service standards for regionally significant highways (non-HSS). The amended GMA now explicitly exempts HSS routes from concurrency requirements except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes (RCW 36.70A.070). It is at the local jurisdiction’s discretion to include non-HSS routes in their concurrency network.

### ***LOS: Tourist Corridors vs. Highways of Statewide Significance***

The provisions of the LOS Bill are in conflict with the previously adopted RTPO level of service standards (particularly with regard to the establishment of Tourist Corridors) and, therefore, require

the review and modification of those standards. In 1992, the PRTPO defined US101, SR3, SR16, SR20, SR104 and SR305 as Tourist Corridors because of their importance in allowing intrastate, interstate and international visitors to the Region. In order to address the issue of limited periods of congestion vs. capacity, the PRTPO acknowledged that identified Tourist Corridors should be monitored and maintained at a “general” lower LOS standard than other rural highways. The PRTPO thus set the LOS Standard at D for Tourist Corridors.

The passage of the bill created a new order of state highways, facilities and services – Highways of Statewide Significance (HSS) and Transportation Facilities and Services of Statewide Significance (TFSSS). Among the HSS routes identified by the Transportation Commission are the primary tourist corridors established by the PRTPO.

In order to address this conflict, the PRTPO will maintain the designation of Tourist Corridors for certain routes for the purpose of identifying these routes as primary routes providing access for visitors to the Region. This designation recognizes the importance of the tourist industry to the economy of the entire Region.

However, while maintaining the designation, the PRTPO recognizes the need to comply with State Law and provide consistency and continuity in the management of the transportation system. Therefore, the adopted level of service standards has been modified in Table 5.6.

**Table 5.6**  
**PRTPO Adopted Level of Service Thresholds (2003)**

Rural	LOS C	Includes areas outside city limits and urban growth area boundaries.
Urban	LOS D	Includes areas within city limits and urban growth area boundaries.
Tourist Corridor	LOS D	Rural roadways which serve as primary tourist conduits providing access to and from major tourist routes.
Tourist Access Roads	LOS C	Roadways providing direct access to specific tourist attractions and local tourist/recreational areas.

Recognizing the changing economic conditions and the inability of the State and local jurisdictions to fund the prescribed 8-foot shoulders on the region’s roadways, the PRTPO has also removed this criteria from the definition of Tourist Corridor. The revised definitions for Tourist Corridor and Tourist Access Road are:

- A Tourist Corridor is a roadway where the responsible jurisdiction has determined the roadway to be a primary tourist conduit providing access to and from tourist attractions or areas. The other members of the Peninsula RTPO Technical Advisory Committee must concur with the determination. The roadway typical section must conform to WSDOT design standards for principal arterials, minor arterials and major collectors.

- Tourist Access routes are identified as those roads that provide direct access to specific tourist attractions and local tourist/recreational areas, and connect such attractions to major arterial corridors (Tourist Corridors).

## **EXISTING TRAFFIC VOLUMES**

### ***Annual Average Daily Counts***

The Annual Average Daily Traffic (AADT) counts for State Routes in the PRTPO area were obtained from WSDOT's Annual Traffic Report for the year 2001. PRTPO member counties and cities provided traffic counts for local roadways. Existing traffic count information for local roads was provided for a number of years ranging from 1998 to 2003. All counts previous to a Base Year of 2001 were adjusted to an equivalent 2001 value. Traffic count information for 2002 and 2003 were used and the analysis adjusted to account for a variation in length of time of the forecasts. Table 5.7 identifies the regional roadway system's existing conditions; to include existing traffic volumes (AADT), current LOS, and identifies regional HSS routes. Roadways currently operating below the adopted PRTPO LOS thresholds are highlighted on Table 5.7.

Table 5.7  
PRTRPO Regionally Significant Roadways - Existing Conditions

I. STATE ROUTES

COUNTY/ CITY/AREA	SEG- MENT	ROADWAY	SEGMENT										LOS STANDARDS			EXISTING		
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Lim	LOS	Capacity	Count Date	ADT	LOS	
All		US 101	Throughout region		146.90 - 353.05													
	101-5	US 101	Clearwater Rd. near Grays Harbor Cty. Ln.	Hoh River Bridge	146.90- 176.67	HSS	R1	50.1	12	3	3	60				1,400	B	
	101-6	US 101	Hoh River Bridge	Russel Road	176.67 - 190.02	HSS	R1	13.4	11	3	3	55			2001	1,700	C	
	101-7	US 101	Russell Road	SR 110 - La Push Rd	190.02 - 193.12	HSS	R1	3.1	13	6	6	30			2001	9,500	D	
	101-8	US 101	SR 110 - La Push Rd	SR 113 - Burnt Mt. Rd	193.12 - 200.01	HSS	R1	6.9	11	8	8	60			2001	3,700	D	
	101-9	US 101	SR 113 - Burnt Mt. Rd	Camp Dave Jr. Rd	200.01 - 220.92	HSS	R1	19.3	12	5	5	60			2001	3,100	C	
	101-10	US 101	Camp David Jr. Rd	Near Fisher Cove Rd	220.92 - 231.93	HSS	R1	10.3	11	3	3	35			2001	3,700	C	
	101-11	US 101	Fisher Cove Rd.	Black Diamond Rd	231.93 - 246.64	HSS	R1	14.4	12	4	4	55			2001	10,000	D	
	101-12	US 101	Black Diamond Rd.	Golf Course Rd	246.64 - 249.63	HSS	U1	2.9	N/A	N/A	N/A	30			2001	13,000	B/D	
	101-13	US 101	Golf Course Rd	Cottonwood Lane	249.63 - 252.13	HSS	U1	2.5	N/A	N/A	N/A	40			2001	32,000	F	
	101-14	US 101	Cottonwood Lane	River Road Exit	252.13 - 260.18	HSS	R1	8.8	12	8	8	55			2001	22,000	E	
	101-15	US 101	River Road Exit	After Dungeness River Bridge	260.18 - 262.78	HSS	R1	2.6	16	4	4	55			2001	21,000	B/A	
	101-16	US 101	After Dungeness River Bridge	Old Gardiner Rd.	262.78 - 275.75	HSS	R1	13.0	12	8	8	45			2001	13,000	E	
	101-17	US 101	Old Gardiner Rd.	SR 104	275.75 - 284.63	HSS	R1	8.9	12	10	10	55			2001	8,400	D	
	101-18	US 101	SR 104	Little Quilcene River Bridge	284.63 - 293.52	HSS	R1	8.9	12	3	3	55			2001	3,800	D	
	101-19	US 101	Little Quilcene River Bridge	SR 119 - Lake Cushman Rd	293.52 - 331.74	HSS	R1	38.3	11	3	3	55			2001	4,000	D	
	101-20	US 101	SR 119 - Lake Cushman Rd	SR 102	331.74 - 343.84	HSS	R1	12.1	12	3	3	45			2001	7,300	E/C	
	101-21	US 101	SR 102	SR 3	343.84 - 348.95	HSS	U1	5.1	12	10	10	60			2001	15,000	E	
	101-22	US 101	SR 3	Thurston/Mason Cty. Line	348.95 - 353.05	HSS	R1	4.1							2001	24,000	B	
Jefferson	019-1	SR 19	SR 104	Center Rd/Chimacum Rd	0.00 - 9.09		R2	9.1	12	4	4	50			2001	6,900	D	
	019-2	SR 19	Center Rd/Chimacum Rd	SR 116 - Ness Corner Rd	9.09 - 10.75		R2	1.6	12	8	8	35			2001	13,000	D	
	019-3	SR 19	SR 116 - Ness Corner Rd	SR 20	10.75 - 14.09		R2	3.3	12	8	8	50			2001	12,470	D	
Jefferson	116-1	SR 116	SR 019	Oak Bay Rd	0.00 - 1.99		R3	2.0	12	7	4	40/25			2001	6,300	C	
	116-2	SR 116	Oak Bay Rd	Fort Gate Rd	1.99 - 9.82		R3	7.8	10.5	3	3	40			2001	2,800	B	

Table 5.7  
PRTPO Regionally Significant Roadways - Existing Conditions

COUNTY/ CITY/AREA	SEG- MENT	ROADWAY	SEGMENT										LOS STANDARDS				EXISTING			
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	Count Date	ADT	LOS			
Jefferson	020-1	SR 20	US 101 Jct.	SR 019	0 - 7.79	HSS	R1	7.8	11	2	2	50			2001	6,900	D			
	020-2	SR 20	SR 19	Port Town. City Limits	7.80 - 9.78	HSS	U1	1.9	12	5	5	50			2001	13,000	E			
	020-3	SR 20	Port Town. City Limits	Ferry Terminal	9.81 - 11.51	HSS	U1	1.7	12	6	6	30			2001	12,000	D			
Jefferson/Kitasap	104-1	SR 104	US 101 Jct.	SR 19	0-8.87	HSS	R1	8.9	11	8	8	60			2001	7,200	D			
	104-2	SR 104	SR 19	Hood Canal Bridge	8.87 - 13.92	HSS	R1	5.1	12	9	9	60			2001	16,000	E			
	104-3	SR 104	Hood Canal Bridge	SR 307	13.92 - 20.58	HSS	R1	6.7	11	5	5	45			2001	6,400	E			
	104-4	SR 104	SR 307	Lindvog Rd Inter.	20.58 - 23.89	HSS	R1	3.3	12	6	6	50			2001	14,000	E			
	104-5	SR 104	Lindvog Rd Inter.	Kingston Ferry Landing	23.89 - 24.53	HSS	R1	0.6	11	6	6	25			2001	8,600	B			
Mason	102-1	SR 102	Hwy. 101 Jct.	Correction Center	0.00 - 2.86		R3	2.9	10	4	4	45			2001	3,200	E			
Mason	106-1	SR 106	US 101	Mason Ave. Intersection	0.00 - 6.88		R3	6.9	11	4	4	45			2001	2,000	E			
	106-2	SR 106	Mason Ave. Intersection	SR 103	6.88 - 20.05		R3	13.2	11	4	4	40			2001	4,500	E			
Mason	108-1	SR 108	Grays Harbor/Mason c.l.	Summit Rd Intersection	0.00 - 1.98		R2	2.0	11	7	7	30			2001	5,200	C			
	108-2	SR 108	Summit Rd Intersection	Hwy 101 Jct.	1.98 - 11.96		R2	10.0	11	3	3	50			2001	7,500	E			
Mason	119-1	SR 119 (Lake Cushman Rd)	Hwy. 101 Jct.	Exit to Lake Cushman Rec. Area	0.00 - 7.15		R3	7.2	11	4	4	35			2001	3,000	E			
	119-2	SR 119	Rec. Area Exit	Lake Cushman	7.24 - 10.93		R3	3.7	10	6	6	50			2001	1,000	D			
Mason	302-1	SR 302	SR 3 Jct.	Mason County Line	0.00 - 5.01		R2	5.0	11	3	3	40			2001	2,000	B			
	302-2	SR 302	Mason County Line	Wye Connection	5.42 - 10.68		R2	5.3	11.5	8	8	50			2001	7,100	E			
	302-3	SR 302	118th Ave NW	SR 302 - Wye Connection	11.58 - 15.93		R2	4.4	12	3	3	40			2001	24,000	E			
	302-4	SR 302	SR 302 - Wye Connection	End SR 16 Bridge	15.93 - 17.13		R2	1.2	12	6	6	50			2001	3,200	D			
Mason/Kitasap		SR 3	US 101	Fairmont Rd	0.00 - 59.97															
	003-1	SR 3	Fairmont Ave	Rail Road Ave	0.00 - 1.82	HSS	U1	1.8	11.5	4	4	25			2001	13,000	D			
	003-2	SR 3	Rail Road Ave	Pine St	1.82 - 2.88	HSS	U1	1.1	11.5	3	3	25			2001	18,000	D			



Table 5.7  
PRTPO Regionally Significant Roadways - Existing Conditions

COUNTY / CITY AREA	SEG- MENT	ROADWAY	SEGMENT					LOS STANDARDS					EXISTING				
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	Count Date	ADT	LOS
	003-3	SR 3	Pine St	Agate Rd	2.88 - 8.99	HSS	R1	6.1	11.5	3	3	50			2001	12,000	E
	003-4	SR 3	Agate	Grapeview Loop Road	9.01 - 20.32	HSS	R1	11.3	12	3	3	55			2001	7,200	D
	003-5	SR 3	Grapeview Loop Road	SR 106	20.36 - 24.91	HSS	R1	4.6	11.5	3	3	50			2001	9,300	D
	003-6	SR 3	SR 106	Bellfair	24.95 - 26.83	HSS	R1	1.9	12	3	3	35			2001	16,000	D
	003-7	SR 3	Bellfair	Pleasant Street Intersection	26.93 - 34.00	HSS	R1	7.1	10.5	5	5	55			2001	16,000	E
	003-8	SR 3	Pleasant Street Intersection	After SR 310 Ramp	34.02 - 38.50	HSS	U1	4.5	12	10	4	50			2001	40,000	C
	003-9	SR 3	Kitsap Cty. Line	Luoto Rd	38.6 - 47.87	HSS	U1	9.3	12	10	4	60			2001	47,000	C
	003-10	SR 3	Luoto Rd.	SR 305	47.96 - 53.56	HSS	U1	5.6	12	10	4	60			2001	33,000	B
	003-11	SR 3	SR 305	SR 104	53.6 - 60.02	HSS	R1	6.4	12	6	6	55			2001	16,000	E
Kitsap	16-1	SR 16	Pierce/Kitsap line	SR 160 (Sedgwick Rd)	20.11 - 24.68	HSS	R1	4.1				60			2001	38,000	C
	16-2	SR 16	SR 160 (Sedgwick Rd)		24.68 - 28.16	HSS	U1	3.5				60			2001	61,000	E
Kitsap	160-1	SR 160 (Sedgwick Rd)	SR 16 Jct.	Bethel Rd	0.00 - .82		U2	0.8	12	4	4	40			2001	20,000	E
	160-2	SR 160	Bethel Rd	Long Lake Rd	.82 - 2.54		U2	1.7	12	4	4	45			2001	14,000	E
	160-3	SR 160	Long Lake Rd	Southworth Ferry Terminal	2.54 - 7.47		R2	4.9	12	4	4	45			2001	6,900	E
Kitsap		SR 303 (Waaga Way)	SR 304 Jct.	Old SR 303 (Silverdale Way)													
	303-1	SR 303 (Waaga Way)	SR 304	6th St	0.00 - 1.06		U1	1.1	11.5	C	C	30			2001	8,600	B
	303-2	SR 303 (Waaga Way)	6th St	Riddell Rd	1.06 - 2.75		U1	1.7	11	C	C	30			2001	41,000	F
	303-3	SR 303 (Waaga Way)	Riddell Rd	Fairgrounds Rd & Joan Carlson Rd	2.75 - 4.55		U1	1.8				4			2001	38,000	F
	303-4	SR 303 (Waaga Way)	Fairgrounds Rd & Joan Carlson Rd	Silverdale Wy	4.55 - 8.25		U1	3.7				55			2001	33,000	C/B
	303-5	SR 303 (Waaga Way)	SR 303 (Waaga Silverdale Wy)	SR 3	8.25 - 9.12		U1	0.9	12	8	8	55			2001	28,000	C/B
Kitsap	304-1	SR 304	SR 3 Jct.	Warren Ave	2.00 - 2.63	HSS	U1	0.6	11	8	8	55			2001	15,000	E
	304-2	SR 304	Warren Ave	Bremerton Ferry	2.63 - 3.18	HSS	U1	0.6	22	C (Curb)	C	25			2001	10,000	C
Kitsap	305-1	SR 305	Winslow Ferry Terminal	Winslow Way	0.00 - 0.21	HSS	R1	0.2	12	2	2	30			2001	8,200	D
	305-2	SR 305	Winslow Way	Day Rd	0.21 - 4.27	HSS	R1	4.3	11	8	8	55			2001	18,000	E

Table 5.7  
PRTPO Regionally Significant Roadways - Existing Conditions

COUNTY/ CITY/AREA	SEG- MENT	ROADWAY	SEGMENT										LOS STANDARDS			EXISTING		
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	Count Date	ADT	LOS	
305-3		SR 305	Day Rd		Agate Passage Bridge	4.28 - 6.82	HSS	R1	2.5	11	8	8	55			2001	22,000	E
305-4		SR 305	Agate Passage Bridge		Poulsbo City Limits	6.82 - 11.67	HSS	R1/U1	4.9	12	6	6	55			2001	21,000	E
305-5		SR 305	Poulsbo City Limits		Bond Rd - SR 307	11.67 - 12.82	HSS	U1	1.2	12	6	6	40			2001	24,000	F
305-6		SR 305	Bond Rd - SR 307		SR 3	12.86 - 13.52	HSS	U1	0.6	12	8	8	35			2001	26,000	D
							HSS											
Kitsap	307-1	SR 307 (Bond Rd)	SR 305 Jct.		SR 104 Jct.	0.00 - 5.25	HSS	U1/R1	5.3	11	7	7	55			2001	12,000	D
Kitsap	308-1	SR 308	SR 3 Jct.		Naval Reservation Boundary	0.00 - 3.42		U3	3.4	11	6	6	35 - 50			2001	7,100	C
Kitsap	310-1	SR 310 (Kitsap Way)	SR 3 Jct.		National Avenue	0.00 - 0.80	HSS	U1	0.8	15.5	C	C	35			2001	38,000	F
310-2		SR 310 (Kitsap Way)	National Avenue		SR 304	0.85 - 1.84	HSS	U1	1.0	11.6	C	C	35			2001	11,000	C
Clallam	110-1	SR 110 (La Push Rd)	Hwy. 101 Jct.		National Park Boundary	0.00 - 10.47		R3	10.5	11	2	2	50			2001	2,100	E
Clallam	112-1	SR 112	Neah Bay		MP Marker 6	0.00 - 6.00		R3	6.0	10	1	1	35			2001	940	D
112-2			MP Marker 6		Hoko Ozette Rd	6.00 - 12.53		R3	6.5	12	1	1	50			2001	1,800	A
112-3		SR 112	Hoko Ozette Rd		Burnt Mt. Rd	12.53 - 17.16		R3	4.6	11	3	3	25-40- 50			2001	3,200	B
112-4		SR 112	Burnt Mt. Rd		Crescent Beach Rd	17.16 - 50.98		R3	33.8	11	3	3	50			2001	3,100	B
112-5		SR 112	Crescent Beach Rd		US 101	50.98 - 58.90		R3	7.9	11.5	3	3	55			2001	6,000	C
Clallam	113-1	SR 113 (Burnt Mt. Rd)	Hwy. 101 Jct.		SR 112 Jct.	0.00 - 9.98		R3	10.0	12	3	3	50			2001	1,300	D
Port Angeles	117-1	SR 117	US 101		Marine Drive	0.09 - 1.40		U2	1.3	12	4	4	40			2001	6,500	C

II. COUNTY/LOCAL ROADS

Clallam	Airport Rd	Hwy. 101 Jct.	Edgewood Dr.									2001	1,080	
	Carlsborg Rd	Hwy. 101 Jct.	Old Olympic Hwy.									2000	4,142	
	Hoko Ozette Rd	SR 112 Jct.	End									2000	486	
	Kitchen Dick Rd	Hwy. 101 Jct.	Woodcock Rd									2000	2,018	
	Lozgesell Rd	Kitchen Dick Rd	Marine Dr. (E leg)									1998	1,035	

Table 5.7  
PRITPO Regionally Significant Roadways - Existing Conditions

COUNTY/ CITY AREA	SEG- MENT	ROADWAY	SEGMENT							LOS STANDARDS			EXISTING				
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	Count Date	ADT	LOS
		Marine Dr	Lotzgesell Rd	Sequim-Dungeness Way											2001	220	
		Neah Bay Rd	SR 112 Jct.	End													
		Old Olympic Hwy.	Hwy. 101 Jct.	Sequim-Dungeness Way											2001	3,893	
		Olympic Hot Springs Rd	Hwy. 101 Jct.	National Forest Boundary											2000	599	
		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.											2001	7,331	
		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.													
		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary													
		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary													
		Woodcock Rd	Kitchen Dick Rd	Sequim-Dungeness Way											1999	2,137	
Port Angeles		Hurricane Ridge Rd	SR 101	Hurricane Ridge													
Port Angeles		Lauridsen Blvd	Airport Rd	SR 117													
Port Angeles		Lauridsen Blvd	SR 101 (Lincoln St)	Race St													
Port Angeles		First St/Front St Couplet & Marine Dr	SR 101	SR 117													
Port Angeles		Lincoln St, Laurel St & Oak St	First St, Front St Couplet	Railroad Ave (Ferry Landings)													
Sequim		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.													
Sequim		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary													
Jefferson		Center Rd	Hwy. 101 Jct.	Beaver Valley Rd/SR 19	0.00 - 15.01			15.01	11	8	8	50		8100	2002	3,016	C
		Chimacum Rd	Beaver Valley Rd/SR 19	Oak Bay Rd	0.00 - 1.57			1.57	11	3	3	25-40		7400	2002	5534	C
		Clearwater Rd	Hwy. 101 Jct.	DNR Road	0.00 - 4.13			4.13	10	2	2	25-40		7400	2002	171	B
		Upper Hoh Rd	Hwy. 101 Jct.	National Park	0.00 - 12.04			R2L-4	12.04	10	2	35-45		7400	2002	600	B
Port Townsend		Discovery Rd	Mill Road	San Juan Ave											1999	2,487	
Port Townsend		San Juan Ave	19th St	Admiralty Ave				R2L-6A							1999	2,426	
Port Townsend		Admiralty Ave	San Juan Ave	W Street and Fort Worden													

Table 5.7  
PRTPO Regionally Significant Roadways - Existing Conditions

COUNTY CITY/AREA	SEG- MENT	ROADWAY	SEGMENT					LOS STANDARDS					EXISTING					
			From	To	Mile- Post	RSS/ RS	Road Type	Seg- Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	Count Date	ADT	LOS	
Port Townsend		Water St	SR 20 Ferry Landing)	(at Monroe Street Downtown Historic District)														
Mason		Brockdale Rd	Island Lake Drive/CL	SR 101 Jct.	1.98- 6.27					12	5	5	45			2003	7,127	C
		Cloquallum Road	Lake Blvd/CL	Mason/Grays harbor Line	1.20- 18.92					11	4	4	35-45			2001	1,592	C
		Shelton	Shelton CL	SR 3	0.91- 1.62					11	4	4	35			2003	7,028	C
		Matlock Road	SR 3	SR102	1.62- 7.14					12	5	5	45			1997	3,708	C
		Matlock Road	SR-102	Mason/Grays Harbor Line	7.14- 27.87					11	2	2	40			1997	1,306	C
		Shelton Matlock Road	SR 103 Jct.	SR 101 Jct.	0.00- 2.11					10	4	4	35			1997	275	A
		Johns Prairie Road	City Limits	SR 3 Jct.	0.51- 3.73					12	5	5	45			2001	6,921	C
		Kamilche Point Road	Old Olympic Hwy	End of County Road	0.00- 4.20					9	2	2	35			1997	614	A
		McKearny Road	SR 106 Jct.	Brockdale Road	0.00- 6.85					12	5	5	45			2001	1,860	C
		Old Belfair Highway	SR 300 Jct.	Mason/Kitsap Line	3.89					12	5	5	45			2000	3,517	C
		Purdy Cutoff Road	SR 101 Jct.	SR 106 Jct.	0.00- 2.77					11	1	1	45			1997	669	B
		Clifton Lane	SR 3 Jct.	SR 300 Jct.	0.00- 0.21					13	0	0	25			2002	5,906	C
Shelton		Alder Street	Eighth St	First St														
Shelton		North Thirteenth	Olympic Highway North	Johns Prairie Rd														
Shelton		Northcliff	Alder St	North Thirteenth														
Shelton		Olympic Highway North	Alder St	Wallace Blvd														
Shelton		Wallace Blvd	Johns Prairie Rd	SR 101 Jct.														
Shelton		Brockdale Rd	Johns Prairie Rd	Island Lake Rd														
Shelton		First St	Railroad Ave	Alder St														

As might be expected, the highest overall volumes were recorded on State Routes, as indicated in Table 5.8. An analysis of county and local roadways (considered regionally significant) revealed that the volumes were significantly lower than on most heavily traveled State Routes. Analysis was performed on regionally significant roadways where information was available from the local jurisdiction. Local Kitsap County area roadways were not included in this regional analysis. Rather, local Kitsap County area roads are included in the Puget Sound Regional Council's Plan, as Kitsap County is a member of both regional organizations and receives its transportation funding through the PSRC process. Local roads with the highest volumes are listed in Table 5.9.

**Table 5.8**  
**State Routes With Highest Existing AADT (Over 20,000)**

<b>Roadway</b>	<b>Existing AADT</b>
US101 (Black Diamond Rd. – Dungeness River Bridge)	21,000 – 32,000
US101 (SR3 – Thurston / Mason County Line)	24,000
SR302 (118 <sup>th</sup> Avenue NW – Sr302 Wye Connection)	24,000
SR3 (Pleasant Street Intersection – SR305)	33,000 – 47,000
SR16 (Pierce / Kitsap County Line – SR3)	38,000 – 61,000
SR160 (SR16 Jct. – Bethel Road)	20,000
SR303 (SR304 – Silverdale Way)	28,000 – 41,000
SR305 (Day Road – SR3)	21,000 – 26,000

**Table 5.9**  
**Local Roads with highest Existing AADT (Over 5,000)**

<b>Roadway</b>	<b>Jurisdiction</b>	<b>Existing AADT</b>
Lauridsen Blvd. (US101 – Race St.)	Port Angeles	7,892
First St./Front St. Couplet & Marine Dr. (US101 – SR117)	Port Angeles	14,020
Lincoln St., Laurel St. & Oak St. (First/Front Couplet – Railroad Ave.)	Port Angeles	8,454
Chimacum Rd. (SR19 – Oak Bay Rd.)	Jefferson County	5,534
Brockdale Rd. (Mason County Line – US101)	Mason County	7,127
Shelton-Matlock Rd. (Shelton City Limits – SR3)	Mason County	7,028
Johns Prairie Rd. (Shelton City Limits – SR3)	Mason County	6,921
Clifton Lane (SR3 – SR300 Jct.)	Mason County	5,906

## **TRAFFIC FORECASTS**

Transportation forecasts can be developed in several ways, from sophisticated travel forecasts to simple trend forecasting based on historic traffic growth. In 1992, the PRTPO reviewed population growth rates for the four member counties. The PRTPO then identified the population growth rates for each county (which were calculated by the individual counties to range from 1.07 to 3.13 percent). After discussion and preliminary analysis, a trend forecasting procedure was selected and a range of traffic growth scenarios were developed. Three scenarios were then considered for analysis: a low-growth at 1.5 percent growth per year; a medium-growth annual rate of 3.0 percent and a high-growth annual rate of 4.5 percent.

For the 2003 Update, the PRTPO again reviewed traffic and population growth rates. Historical data from 1992 through 2002 revealed that while traffic growth in different part of the Region varied, the average overall growth was approximately 2 percent per year. The forecast analysis is therefore based on this “straight-line” approximation – 2 percent per year.

## **IDENTIFIED DEFICIENCIES**

The travel forecasts accomplished in the analysis will allow the region’s agencies to assess the capacity of the existing system and its capability to accommodate the demands which may be placed on it in the future. This analysis and review revealed a number of roadways that will experience capacity deficiencies over the forecast period. Forecasts were conducted for an intermediate 6-year period and a horizon of year 2023. Table 5.10, identifies the various road segments, forecasted volumes (AADT) and levels of service (LOS). Roadways forecasted to be operating below PRTPO adopted LOS thresholds are highlighted in Table 5.10.

Figure 5.3, “Capacity Deficiencies by 2009”, and Figure 5.4, “Capacity Deficiencies by 2023”, graphically depict those roadways that experience capacity deficiencies due to the estimated growth.

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Table 5.10  
PRTO Regionally Significant Roadways - Forecasted Conditions

I. STATE ROUTES

COUNTY/ CITY/AREA	SEG- MENT	ROADWAY	SEGMENT										LOS STANDARDS			FORECASTS - 2009			FORECASTS - 2023		
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Lmt	LOS	Capacity	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate	
All		US 101	Throughout region		146.90 - 353.05														2%		
	101-5	US 101	Clearwater Rd. near Grays Harbor Cty. Ln.	Hoh River Bridge	146.90- 176.67	HSS	R1	50.1	12	3	3	60			1,640	C	2%	2,164	C	2%	
	101-6	US 101	Hoh River Bridge	Russel Road	176.67 - 190.02	HSS	R1	13.4	11	3	3	55			1,992	D	2%	2,623	D	2%	
	101-7	US 101	Russell Road	SR 110 - La Push Rd	190.02- 193.12	HSS	R1	3.1	13	6	6	30			11,131	D	2%	14,687	D	2%	
	101-8	US 101	SR 110 - La Push Rd	SR 113 - Burnt Mt. Rd	193.12 - 200.01	HSS	R1	6.9	11	8	8	60			4,335	D	2%	5,720	E	2%	
	101-9	US 101	SR 113 - Burnt Mt. Rd	Camp Dave Jr. Rd	200.01 - 220.92	HSS	R1	19.3	12	5	5	60			3,632	C	2%	4,793	C	2%	
	101-10	US 101	Camp David Jr. Rd	Near Fisher Cove Rd	220.92 - 231.93	HSS	R1	10.3	11	3	3	35			4,335	B	2%	5,720	C	2%	
	101-11	US 101	Fisher Cove Rd.	Black Diamond Rd	231.93 - 246.64	HSS	R1	14.4	12	4	4	55			11,717	E	2%	15,460	E	2%	
	101-12	US 101	Black Diamond Rd.	Golf Course Rd	246.64 - 249.63	HSS	U1	2.9	N/A	N/A	N/A	30			15,232	B	2%	20,098	B	2%	
	101-13	US 101	Golf Course Rd	Cottonwood Lane	249.63 - 252.13	HSS	U1	2.5	N/A	N/A	N/A	40			37,493	F	2%	49,471	F	2%	
	101-14	US 101	Cottonwood Lane	River Road Exit	252.13 - 260.18	HSS	R1	8.8	12	8	8	55			25,777	F	2%	34,012	F	2%	
	101-15	US 101	River Road Exit	After Dungeness River Bridge	260.18 - 262.78	HSS	R1	2.6	16	4	4	55			24,605	B/A	2%	32,466	B/C	2%	
	101-16	US 101	After Dungeness River Bridge	Old Gardiner Rd.	262.78 - 275.75	HSS	R1	13.0	12	8	8	45			15,232	E	2%	20,098	E	2%	
	101-17	US 101	Old Gardiner Rd.	SR 104	275.75 - 284.63	HSS	R1	8.9	12	10	10	55			9,842	D	2%	12,986	E	2%	
	101-18	US 101	SR 104	Little Quilcene River Bridge	284.63 - 293.52	HSS	R1	8.9	12	3	3	55			4,452	D	2%	5,875	D	2%	
	101-19	US 101	Little Quilcene River Bridge	SR 119 - Lake Cushman Rd	293.52 - 331.74	HSS	R1	38.3	11	3	3	55			4,687	D	2%	6,184	D	2%	
	101-20	US 101	SR 119 - Lake Cushman Rd	SR 102	331.74 - 343.84	HSS	R1	12.1	12	3	3	45			8,553	E	2%	11,286	E	2%	
	101-21	US 101	SR 102	SR 3	343.84 - 348.95	HSS	U1	5.1	12	10	10	60			17,575	E	2%	23,190	E	2%	
	101-22	US 101	SR 3	Thurston/Mason Cty. Line	348.95 - 353.05	HSS	R1	4.1							28,120	B	2%	37,104	C	2%	
Jefferson	019-1	SR 19	SR 104	Center Rd/Chimacum Rd	0.00 - 9.09		R2	9.1	12	4	4	50			8,084	D	2%	10,667	D	2%	
	019-2	SR 19	Center Rd/Chimacum Rd	SR 116 - Ness Corner Rd	9.09 - 10.75		R2	1.6	12	8	8	35			15,232	D	2%	20,098	E	2%	
	019-3	SR 19	SR 116 - Ness Corner Rd	SR 20	10.75 - 14.09		R2	3.3	12	8	8	50			14,611	D	2%	19,278	D	2%	
Jefferson	116-1	SR 116	SR 019	Oak Bay Rd	0.00 - 1.99		R3	2.0	12	7	4	40/25			7,381	C	2%	9,740	D	2%	
	116-2	SR 116	Oak Bay Rd	Fort Gate Rd	1.99 - 9.82		R3	7.8	10.5	3	3	40			3,281	B	2%	4,329	B	2%	



Table 5.10  
PRTO Regionally Significant Roadways - Forecasted Conditions

COUNTY/ CITY/AREA	SEG- MENT	ROADWAY	SEGMENT										LOS STANDARDS			FORECASTS - 2009			FORECASTS - 2023		
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Lmt	LOS	Capacity	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate	
Jefferson	020-1	SR 20	US 101 Jct.	SR 019	0 - 7.79	HSS	R1	7.8	11	2	2	50			8,084	E	2%	10,667	E	2%	
	020-2	SR 20	SR 19	Port Town. City Limits	7.80 - 9.78	HSS	U1	1.9	12	5	5	50			15,232	E	2%	20,098	E	2%	
	020-3	SR 20	Port Town. City Limits	Ferry Terminal	9.81 - 11.51	HSS	U1	1.7	12	6	6	30			14,060	E	2%	18,552	E	2%	
Jefferson/Kitap	104-1	SR 104	US 101 Jct.	SR 19	0-8.87	HSS	R1	8.9	11	8	8	60			8,436	D	2%	11,131	D	2%	
	104-2	SR 104	SR 19	Hood Canal Bridge	8.87 - 13.92	HSS	R1	5.1	12	9	9	60			18,747	E	2%	24,736	F	2%	
	104-3	SR 104	Hood Canal Bridge	SR 307	13.92 - 20.58	HSS	R1	6.7	11	5	5	45			7,499	E	2%	9,894	E	2%	
	104-4	SR 104	SR 307	Lindvog Rd Inter.	20.58 - 23.89	HSS	R1	3.3	12	6	6	50			16,403	E	2%	21,644	E	2%	
	104-5	SR 104	Lindvog Rd Inter.	Kingston Ferry Landing	23.89 - 24.53	HSS	R1	0.6	11	6	6	25			10,076	B	2%	13,295	B	2%	
Mason	102-1	SR 102	Hwy. 101 Jct.	Correction Center	0.00 - 2.86		R3	2.9	10	4	4	45			3,749	E	2%	4,947	E	2%	
Mason	106-1	SR 106	US 101	Mason Ave. Intersection	0.00 - 6.88		R3	6.9	11	4	4	45			2,343	E	2%	3,092	E	2%	
	106-2	SR 106	Mason Ave. Intersection	SR 103	6.88 - 20.05		R3	13.2	11	4	4	40			5,272	E	2%	6,957	E	2%	
Mason	108-1	SR 108	Grays Harbor/Mason c.i.	Summit Rd Intersection	0.00 - 1.98		R2	2.0	11	7	7	30			6,093	C	2%	8,039	C	2%	
	108-2	SR 108	Summit Rd Intersection	Hwy 101 Jct.	1.98 - 11.96		R2	10.0	11	3	3	50			8,787	E	2%	11,595	E	2%	
Mason	119-1	SR 119 (Lake Cushman Rd)	Hwy. 101 Jct.	Exit to Lake Cushman Rec. Area	0.00 - 7.15		R3	7.2	11	4	4	35			3,515	E	2%	4,638	E	2%	
	119-2	SR 119	Rec. Area Exit	Lake Cushman	7.24 - 10.93		R3	3.7	10	6	6	50			1,172	D	2%	1,546	D	2%	
Mason	302-1	SR 302	SR 3 Jct.	Mason County Line	0.00 - 5.01		R2	5.0	11	3	3	40			2,343	B	2%	3,092	B	2%	
	302-2	SR 302	Mason County Line	Wye Connection	5.42 - 10.68		R2	5.3	11.5	8	8	50			8,319	E	2%	10,976	E	2%	
	302-3	SR 302	118th Ave NW	SR 302 - Wye Connection	11.58 - 15.93		R2	4.4	12	3	3	40			28,120	F	2%	37,104	F	2%	
	302-4	SR 302	SR 302 - Wye Connection	End SR 16 Bridge	15.93 - 17.13		R2	1.2	12	6	6	50			3,749	D	2%	4,947	E	2%	
Mason/Kitap		SR 3	US 101	Fairmont Rd	0.00 - 59.97																
	003-1	SR 3	Fairmont Ave	Rail Road Ave	0.00 - 1.82	HSS	U1	1.8	11.5	4	4	25			15,232	D	2%	20,098	E	2%	
	003-2	SR 3	Rail Road Ave	Pine St	1.82 - 2.88	HSS	U1	1.1	11.5	3	3	25			21,090	E	2%	27,828	F	2%	

Table 5.10  
PRITGO Regionally Significant Roadways - Forecasted Conditions

COUNTY / CITY AREA	SEG- MENT	ROADWAY		SEGMENT										LOS STANDARDS			FORECASTS - 2009			FORECASTS - 2023		
		From	To	Mile- Post	HSS/ RS	Road Type	Seg- Length	Lane Width	R-Shd	L-Shd	Spl Lmt	LOS	Capacity	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate
	003-3	SR 3	Pine St	2.88 - 8.99	HSS	R1	6.1	11.5	3	3	50			14,060	E	2%	18,552	E	2%	18,552	E	2%
	003-4	SR 3	Agate	9.01 - 20.32	HSS	R1	11.3	12	3	3	55			8,436	E	2%	11,131	E	2%	11,131	E	2%
	003-5	SR 3	Grapeview Loop Road	20.36 - 24.91	HSS	R1	4.6	11.5	3	3	50			10,896	D	2%	14,378	D	2%	14,378	D	2%
	003-6	SR 3	Bellfair	24.95 - 26.83	HSS	R1	1.9	12	3	3	35			18,747	E	2%	24,736	E	2%	24,736	E	2%
	003-7	SR 3	Pleasant Street Intersection	26.93 - 34.00	HSS	R1	7.1	10.5	5	5	55			18,747	E	2%	24,736	F	2%	24,736	F	2%
	003-8	SR 3	Pleasant Street Intersection	34.02 - 38.50	HSS	U1	4.5	12	10	4	50			46,866	D	2%	61,839	E	2%	61,839	E	2%
	003-9	SR 3	Kitsap Cty. Line	38.6 - 47.87	HSS	U1	9.3	12	10	4	60			55,068	D	2%	72,661	F	2%	72,661	F	2%
	003-10	SR 3	Luoto Rd.	47.96 - 53.56	HSS	U1	5.6	12	10	4	60			38,665	B	2%	51,017	C	2%	51,017	C	2%
	003-11	SR 3	SR 305	53.6 - 60.02	HSS	R1	6.4	12	6	6	55			18,747	E	2%	24,736	F	2%	24,736	F	2%
Kitsap	16-1	SR 16	Pierce/Kitsap line	20.11 - 24.68	HSS	R1	4.1				60			44,523	D	2%	58,747	E	2%	58,747	E	2%
	16-2	SR 16	SR 160 (Sedgwick Rd)	24.68 - 28.16	HSS	U1	3.5				60			71,471	F	2%	94,305	F	2%	94,305	F	2%
Kitsap	160-1	SR 160	SR 16 Jct.	0.00 - 82		U2	0.8	12	4	4	40			23,433	E	2%	30,920	F	2%	30,920	F	2%
	160-2	SR 160	Bethel Rd	82 - 2.54		U2	1.7	12	4	4	45			16,403	E	2%	21,644	E	2%	21,644	E	2%
	160-3	SR 160	Long Lake Rd	2.54 - 7.47		R2	4.9	12	4	4	45			8,084	E	2%	10,667	E	2%	10,667	E	2%
Kitsap		SR 303 (Waaga Way)	Old SR 303 (Silverdale Way)																			
	303-1	SR 303 (Waaga Way)	6th St	0.00 - 1.06		U1	1.1	11.5	C	C	30			10,076	B	2%	13,295	B	2%	13,295	B	2%
	303-2	SR 303 (Waaga Way)	Riddell Rd	1.06 - 2.75		U1	1.7	11	C	C	30			48,038	F	2%	63,385	F	2%	63,385	F	2%
	303-3	SR 303 (Waaga Way)	Fairgrounds Rd & Joan Carlson Rd	2.75 - 4.55		U1	1.8				4			44,523	F	2%	58,747	F	2%	58,747	F	2%
	303-4	SR 303 (Waaga Way)	Fairgrounds Rd & Joan Carlson Rd	4.55 - 8.25		U1	3.7				55			38,665	C/B	2%	51,017	D/C	2%	51,017	D/C	2%
	303-5	SR 303 (Waaga Way)	Silverdale Wy	8.25 - 9.12		U1	0.9	12	8	8	55			32,806	C/B	2%	43,287	D/C	2%	43,287	D/C	2%
Kitsap	304-1	SR 304	SR 3 Jct.	2.00 - 2.63	HSS	U1	0.6	11	8	8	55			17,575	E	2%	23,190	E	2%	23,190	E	2%
	304-2	SR 304	Warren Ave	2.63 - 3.18	HSS	U1	0.6	22	C (Curb)	C	25			11,717	C	2%	15,460	C	2%	15,460	C	2%
Kitsap	305-1	SR 305	Winslow Ferry Terminal	0.00 - 0.21	HSS	R1	0.2	12	2	2	30			9,608	D	2%	12,677	D	2%	12,677	D	2%
	305-2	SR 305	Winslow Way	0.21 - 4.27	HSS	R1	4.3	11	8	8	55			21,090	E	2%	27,828	F	2%	27,828	F	2%

Table 5.10  
 PRTO Regionally Significant Roadways - Forecasted Conditions

COUNTY/ CITY AREA	SEG- MENT	ROADWAY		SEGMENT				LOS STANDARDS				FORECASTS - 2009				FORECASTS - 2023			
		From	To	Mile- Post	HSS/ RS	Road Type	Seg- Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate
	305-3	SR 305	Day Rd	4.28 - 6.82	HSS	R1	2.5	11	8	8	55			25,777	F	2%	34,012	F	2%
	305-4	SR 305	Agate Passage Bridge	6.82 - 11.67	HSS	R1/U1	4.9	12	6	6	55			24,605	F	2%	32,466	F	2%
	305-5	SR 305	Poulsbo City Limits	11.67 - 12.82	HSS	U1	1.2	12	6	6	40			28,120	F	2%	37,104	F	2%
	305-6	SR 305	Bond Rd - SR 307	12.82 - 13.52	HSS	U1	0.6	12	8	8	35			30,463	E	2%	40,195	F	2%
			SR 3		HSS														
Kitsap	307-1	SR 307 (Bond Rd)	SR 305 Jct.	0.00 - 5.25	HSS	U1/R1	5.3	11	7	7	55			14,060	E	2%	18,552	E	2%
Kitsap	308-1	SR 308	SR 3 Jct.	0.00 - 3.42		U3	3.4	11	6	6	35 - 50			8,319	C	2%	10,976	D	2%
Kitsap	310-1	SR 310 (Kitsap Way)	National Avenue	0.00 - 0.80	HSS	U1	0.8	15.5	C	C	35			44,523	F	2%	58,747	F	2%
	310-2	SR 310 (Kitsap Way)	SR 304	0.85 - 1.84	HSS	U1	1.0	11.6	C	C	35			12,888	D	2%	17,006	D	2%
Clallam	110-1	SR 110 (La Push Rd)	National Park Boundary	0.00 - 10.47		R3	10.5	11	2	2	50			2,460	E	2%	3,247	E	2%
Clallam	112-1	SR 112	Neah Bay	0.00 - 6.00		R3	6.0	10	1	1	35			1,101	A	2%	1,453	A	2%
	112-2		MP Marker 6	6.00 - 12.53		R3	6.5	12	1	1	50			2,109	B	2%	2,783	B	2%
	112-3	SR 112	Hoko Ozette Rd	12.53 - 17.16		R3	4.6	11	3	3	25-40-50			3,749	C	2%	4,947	C	2%
	112-4	SR 112	Burnt Mt. Rd	17.16 - 50.98		R3	33.8	11	3	3	50			3,632	C	2%	4,793	C	2%
	112-5	SR 112	Crescent Beach Rd	50.98 - 58.90		R3	7.9	11.5	3	3	55			7,030	C	2%	9,276	D	2%
Clallam	113-1	SR 113 (Burnt Mt. Rd)	Hwy. 101 Jct.	0.00 - 9.98		R3	10.0	12	3	3	50			1,523	D	2%	2,010	E	2%
Port Angeles	117-1	SR 117	US 101	0.09 - 1.40		U2	1.3	12	4	4	40			7,616	C	2%	10,049	D	2%

II. COUNTY/LOCAL ROADS

Clallam	Airport Rd	Hwy. 101 Jct.	Edgewood Dr.																1.5%
	Carlsborg Rd	Hwy. 101 Jct.	Old Olympic Hwy.																3%
	Hoko Ozette Rd	SR 112 Jct.	End																1.5%
	Kitchen Dick Rd	Hwy. 101 Jct.	Woodcock Rd																1.5%
	Lotzgesell Rd	Kitchen Dick Rd	Marine Dr. (E leg)																1.5%

Table 5.10  
PRTP Regional Significant Roadways - Forecasted Conditions

COUNTY/ CITY AREA	SEG- MENT	ROADWAY	SEGMENT										LOS STANDARDS			FORECASTS - 2009			FORECASTS - 2023		
			From	To	Mile- post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Limit	LOS	Capacity	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate	
		Marine Dr	Lozgesell Rd	Sequim-Dungeness Way																1.5%	
		Neah Bay Rd	SR 112 Jct.	End																	
		Old Olympic Hwy.	Hwy. 101 Jct.	Sequim-Dungeness Way																3%	
		Olympic Hot Springs Rd	Hwy. 101 Jct.	National Forest Boundary																1.5%	
		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.																3%	
		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.																	
		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary																	
		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary																	
		Woodcock Rd	Kitchen Dick Rd	Sequim-Dungeness Way																1.5	
Port Angeles		Hurricane Ridge Rd	SR 101	Hurricane Ridge																	
Port Angeles		Lauridsen Blvd	Airport Rd	SR 117																	
Port Angeles		Lauridsen Blvd	SR 101 (Lincoln St)	Race St																	
Port Angeles		First St/Front St Couplet & Marine Dr	SR 101	SR 117																	
Port Angeles		Lincoln St, Laurel St & Oak St	First St, Front St Couplet	Railroad Ave (Ferry Landings)																	
Sequim		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.																	
Sequim		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary																	
Jefferson		Center Rd	Hwy. 101 Jct.	Beaver Valley Rd/SR 19	0.00 - 15.01			15.01	11	8	8	50		8100	3,534	C	2.0%	4,663	C	2.0%	
		Chimacum Rd	Beaver Valley Rd/SR 19	Oak Bay Rd	0.00 - 1.57			1.57	11	3	3	25-40		7400	6,484	C	2.0%	8,555	D	2.0%	
		Clearwater Rd	Hwy. 101 Jct.	DNR Road	0.00 - 4.13			4.13	10	2	2	25-40		7400	200	B	2.0%	264	B	2.0%	
		Upper Hoh Rd	Hwy. 101 Jct.	National Park	0.00 - 12.04			12.04	10	2	2	35-45		7400	703	B	2.0%	928	B	2.0%	
Port Townsend		Discovery Rd	Mill Road	San Juan Ave				R2L-6A													
Port Townsend		San Juan Ave	19th St	Admiralty Ave				R2L-6A													
Port Townsend		Admiralty Ave	San Juan Ave	W Street and Fort Worden																	

Table 5.10  
PRIPO Regionally Significant Roadways - Forecasted Conditions

COUNTY/ CITY AREA	SEG- MENT	ROADWAY	SEGMENT					LOS STANDARDS					FORECASTS - 2009				FORECASTS - 2023			
			From	To	Mile- Post	HSS/ RS	Road Type	Seg- Length	Lane Width	R-Shd	L-Shd	Spd Lmt	LOS	Capacity	ADT	LOS	Growth Rate	ADT	LOS	Growth Rate
Port Townsend		Water St	SR 20 Ferry Landing)	(at Monroe Street (Downtown Historic District)																
Mason		Brockdale Rd	Island Lake Drive/CL	SR 101 Jct.	1.98- 6.27				12	5	5	45			8,350	D	2%	11,018	D	2%
		Cloquallum Road	Lake Blvd/CL	Mason/Grays Harbor Line	1.20- 18.92				11	4	4	35-45			1,865	C	2%	2,461	C	2%
		Shelton	Shelton CL	SR 3	0.91- 1.62				11	4	4	35			8,234	D	2%	10,865	D	2%
		Matlock Road	SR 3	SR 102	7.14- 7.14				12	5	5	45			4,345	C	2%	5,732	C	2%
		Matlock Road	SR 102	Mason/Grays Harbor Line	27.87				11	2	2	40			1,530	C	2%	2,019	C	2%
		Matlock Road	SR 108 Jct.	SR 101 Jct.	0.00- 2.11				10	4	4	35			322	A	2%	425	A	2%
		Hurley-Waldrup Road	City Limits	SR 3 Jct.	0.51- 3.73				12	5	5	45			8,109	D	2%	10,700	D	2%
		Johns Prairie Road	Old Olympic Hwy'	End of County Road	0.00- 4.20				9	2	2	35			719	A	2%	949	A	2%
		Kanliche Point Road	SR 106 Jct.	Brockdale Road	0.00- 6.85				12	5	5	45			2,179	C	2%	2,876	C	2%
		McReavy Road	SR 300 Jct.	Mason/Kitsap Line	3.89				12	5	5	45			4,121	C	2%	5,437	C	2%
		Old Belfair Highway	SR 101 Jct.	SR 106 Jct.	0.00- 2.77				11	1	1	45			784	B	2%	1,034	B	2%
		Purdy Cutoff Road	SR 3 Jct.	SR 300 Jct.	0.00- 0.21				13	0	0	25			6,920	C	2%	9,131	D	2%
		Clifton Lane		First St																
Shelton		Alder Street	Eighth St	Johns Prairie Rd																
Shelton		North Thirteenth	Olympic Highway North	North Thirteenth																
Shelton		Northcliff	Alder St	Wallace Blvd																
Shelton		Olympic Highway North	Alder St	SR 101 Jct.																
Shelton		Wallace Blvd	Johns Prairie Rd	Island Lake Rd																
Shelton		Brockdale Rd	Johns Prairie Rd	Alder St																
Shelton		First St	Railroad Ave																	

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## CAPITAL IMPROVEMENT AND PRESERVATION PROGRAMS

In response to GMA requirements, this chapter primarily addresses capacity (mobility). However, mobility, maintenance, and safety issues are all interconnected, with maintenance and safety improvements being of vital importance for an effective transportation system. These programs protect highway infrastructure and the functionality of the highway system. The Washington State Department of Transportation (WSDOT), in cooperation with local and county jurisdictions, manages the highway system through various programs such as maintenance, operations, preservation, capital improvements and safety. These programs specify objectives and the supporting action strategies for the maintenance, preservation and safety of our state highway system. This in turn serves as the basis for the capital investment goals and strategies for each program.

One of the primary functions of the PRTPO is to identify, support and implement important transportation strategies and facilities development. The PRTPO identifies and creates regional support of the implementation of maintenance, preservation and safety projects while coordinating with other State priorities. Through this plan the PRTPO supports full funding to maintain, preserve, operate, and address safety concerns for the regional infrastructure.

### *Maintenance and Preservation*

The Maintenance program protects highway infrastructure and functional operation of the highway system. In addition to regular repairs, maintenance crews respond to disaster situations such as mudslides or floods. Roadway maintenance includes: bridge maintenance; road patching (filling potholes, full-depth repairs, skin patching and crack sealing); road resurfacing; shoulder maintenance and storm drain maintenance, including erosion repairs, roadway ditch and channel repairs, cleaning enclosed storm drains, and installation and repair of damaged pipes. Other related activities include: grass mowing; guardrail replacement; street cleaning; and maintenance of curbs, gutters, and sidewalks. The condition of the Region's highway system is critical to the movement of people and freight, as culverts, catch basins, electrical systems, bridges and roads reach the end of their life span and begin to break down; preservation efforts are required to maintain an efficient network. The Preservation program addresses the long-term preservation of the existing highway infrastructure including pavements, structures and other facilities and encompasses a large number of project types including;

- Resurfacing of pavements
- Replacement of obsolete structures
- Rehabilitation of failing or outdated systems
- Refurbishment of existing safety measures

### *Safety*

Accidents, their location, number, and type are monitored by the WSDOT and local jurisdictions and if there deemed to be safety deficiency then remedial measures are considered and corrective action taken. Safety Strategies identified in the State Highway System Plan's (HSP) and local jurisdiction safety priorities combine planning, implementation, and evaluation components to guide the improvements and enhancements that are necessary to help prevent and reduce the frequency and severity of vehicle and vehicle-pedestrian accidents on the regional system. In addition to safety improvement programs, safety is also addressed by other programs, including, maintenance, traffic operations, preservation, and mobility. Highway safety is not just an issue of investment in highway improvements. Other safety factors include, but not limited to:

- Driver safety education
- Driver & pedestrian behaviors
- Law enforcement
- Use of occupant restraint systems

Specific details regarding Maintenance, Preservation and Safety projects are contained in the State Highway System Plan, PRTPO Regional Transportation Improvement Program (RTIP) and local jurisdiction Transportation Improvement Programs (TIP).

## **ALTERNATIVE SOLUTIONS**

The traffic forecasts and capacity deficiencies formed the basis for identifying possible solutions to capacity issues. In general, possible solutions to the system capacity needs include such things as shoulder widening, addition of travel lanes, additional transit service, passing and pull-out lanes, left- and right-turn pockets and channelization, re-designation of routes, and construction of new routes. The determination of solutions was accomplished through a series of meetings with the jurisdictional agencies and WSDOT. The solutions for deficiencies on State Routes were coordinated with WSDOT's State System Plan. Figure 5.5, "PRTPO Regionally Significant Roadways – Suggested Improvements", graphically depicts the various capacity improvements and Table 5.11, "PRTPO Regionally Significant Roadways – Suggested Improvements", lists the potential improvements.



Insert Figure 5.4



INSERT Figure 5.5



Table 5.11  
PRTO Regionally Significant Roadways - Suggested Improvements

I. STATE ROUTES

COUNTY/ CITY AREA	SEGMENT I	ROADWAY	SEGMENT										Possible Road Improvements		
			From	To	Mile- post	HSS RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Lim			
All		US 101	Throughout region		146.90 - 353.05										
	101-5	US 101	Clearwater Rd. near Grays Harbor Cty. Ln.	Hoh River Bridge	146.90 - 176.67	HSS	R1	50.1	12	3	3	60			
	101-6	US 101	Hoh River Bridge	Russell Road	176.67 - 190.02	HSS	R1	13.4	11	3	3	55			
	101-7	US 101	Russell Road	SR 110 - La Push Rd	190.02 - 193.12	HSS	R1	3.1	13	6	6	30			
	101-8	US 101	SR 110 - La Push Rd	SR 113 - Burnt Mt. Rd	193.12 - 200.01	HSS	R1	6.9	11	8	8	60			
	101-9	US 101	SR 113 - Burnt Mt. Rd	Camp Dave Jr. Rd	200.01 - 220.92	HSS	R1	19.3	12	5	5	60			
	101-10	US 101	Camp Dave Jr. Rd	Near Fisher Cove Rd	220.92 - 231.93	HSS	R1	10.3	11	3	3	35			
	101-11	US 101	Fisher Cove Rd.	Black Diamond Rd	231.93 - 246.64	HSS	R1	14.4	12	4	4	55			
	101-12	US 101	Black Diamond Rd.	Golf Course Rd	246.64 - 249.63	HSS	U1	2.9	N/A	N/A	N/A	30			
	101-13	US 101	Golf Course Rd	Cottonwood Lane	249.63 - 252.13	HSS	U1	2.5	N/A	N/A	N/A	40	1) Right turn lanes		
	101-14	US 101	Cottonwood Lane	River Road Exit	252.13 - 260.18	HSS	R1	8.8	12	8	8	55			
	101-15	US 101	River Road Exit	After Dungeness River Bridge	260.18 - 262.78	HSS	R1	2.6	16	4	4	55			
	101-16	US 101	After Dungeness River Bridge	Old Gardiner Rd.	262.78 - 275.75	HSS	R1	13.0	12	8	8	45			
	101-17	US 101	Old Gardiner Rd.	SR 104	275.75 - 284.63	HSS	R1	8.9	12	10	10	55			
	101-18	US 101	SR 104	Little Quilcene River Bridge	284.63 - 293.52	HSS	R1	8.9	12	3	3	55			
	101-19	US 101	Little Quilcene River Bridge	SR 119 - Lake Cushman Rd	293.52 - 331.74	HSS	R1	38.3	11	3	3	55			
	101-20	US 101	SR 119 - Lake Cushman Rd	SR 102	331.74 - 343.84	HSS	R1	12.1	12	3	3	45			
	101-21	US 101	SR 102	SR 3	343.84 - 348.95	HSS	U1	5.1	12	10	10	60	1) Passing lane 2) Slow vehicle turnouts		
	101-22	US 101	SR 3	Thurston/Mason Cty. Line	348.95 - 353.05	HSS	R1	4.1							
Jefferson	019-1	SR 19	SR 104	Center Rd/Chinacum Rd	0.00 - 9.09		R2	9.1	12	4	4	50	1) Left turn lane at SR-104 2) Left turn pockets		
	019-2	SR 19	Center Rd/Chinacum Rd	SR 116 - Ness Corner Rd	9.09 - 10.75		R2	1.6	12	8	8	35			
	019-3	SR 19	SR 116 - Ness Corner Rd	SR 20	10.75 - 14.09		R2	3.3	12	8	8	50			
Jefferson	116-1	SR 116	SR 019	Oak Bay Rd	0.00 - 1.99		R3	2.0	12	7	4	40/25	1) Signal at SR-19 & SR-116 2) Extend TWLTL		
	116-2	SR 116	Oak Bay Rd	Fort Gate Rd	1.99 - 9.82		R3	7.8	10.5	3	3	40			

Table 5.11  
PRTO Regionally Significant Roadways - Suggested Improvements

COUNTY/ CITY AREA	SEGMENT T	ROADWAY	SEGMENT						Possible Road Improvements			
			From	To	Mile Post	HSS/ RS	Road Type	Seg Length	Lane Width	R-Shd	L-Shd	Spd Limit
Jefferson	020-1	SR 20	US 101 Jct.	SR 019	0 - 7.79	HSS	R1	7.8	11	2	2	50
	020-2	SR 20	Port Town. City Limits	Port Town. City Limits	7.80 - 9.78	HSS	U1	1.9	12	5	5	50
	020-3	SR 20	Port Town. City Limits	Ferry Terminal	9.81 - 11.51	HSS	U1	1.7	12	6	6	30
	104-1	SR 104	US 101 Jct.	SR 19	0-8.87	HSS	R1	8.9	11	8	8	60
	104-2	SR 104	SR 19	Hood Canal Bridge	8.87 - 13.92	HSS	R1	5.1	12	9	9	60
Jefferson/Kitsap	104-3	SR 104	Hood Canal Bridge	SR 307	13.92 - 20.58	HSS	R1	6.7	11	5	5	45
	104-4	SR 104	SR 307	Lindvog Rd Inter.	20.58 - 23.89	HSS	R1	3.3	12	6	6	50
	104-5	SR 104	Lindvog Rd Inter.	Kingston Ferry Landing	23.89 - 24.53	HSS	R1	0.6	11	6	6	25
	102-1	SR 102	Hwy. 101 Jct.	Correction Center	0.00 - 2.86		R3	2.9	10	4	4	45
	106-1	SR 106	US 101	Mason Ave. Intersection	0.00 - 6.88		R3	6.9	11	4	4	45
Mason	106-2	SR 106	Mason Ave. Intersection	SR 103	6.88 - 20.05		R3	13.2	11	4	4	40
	108-1	SR 108	Grays Harbor/Mason Cv. Line	Summit Rd Intersection	0.00 - 1.98		R2	2.0	11	7	7	30
	108-2	SR 108	Summit Rd Intersection	Hwy 101 Jct.	1.98 - 11.96		R2	10.0	11	3	3	50
	119-1	SR 119 (Lake Cushman Rd)	Hwy. 101 Jct.	Exit to Lake Cushman Rec. Area	0.00 - 7.15		R3	7.2	11	4	4	35
	119-2	SR 119	Rec. Area Exit	Lake Cushman	7.24 - 10.93		R3	3.7	10	6	6	50
Mason	302-1	SR 302	SR 3 Jct.	Mason County Line	0.00 - 5.01		R2	5.0	11	3	3	40
	302-2	SR 302	Mason County Line	Wye Connection	5.42 - 10.68		R2	5.3	11.5	8	8	50
	302-3	SR 302	118th Ave NW	SR 302 - Wye Connection	11.58 - 15.93		R2	4.4	12	3	3	40
	302-4	SR 302	SR 302 - Wye Connection	End SR 16 Bridge	15.93 - 17.13		R2	1.2	12	6	6	50
	003-1	SR 3	US 101	Fairmont Rd	0.00 - 59.97							
Mason/Kitsap	003-1	SR 3	Fairmont Ave	Rail Road Ave	0.00 - 1.82	HSS	U1	1.8	11.5	4	4	25
	003-2	SR 3	Rail Road Ave	Pine St	1.82 - 2.88	HSS	U1	1.1	11.5	3	3	25

Table 5.11  
PRITPO Regionally Significant Roadways - Suggested Improvements

COUNTY / CITY AREA	SEGMENT T	ROADWAY	SEGMENT										Possible Road Improvements	
			From	To	Mile Post	HSS RS	Road Type	Seg Length	Lane Width	R-Shd	L-Shd	Spd Lmt		
	003-3	SR 3	Pine St	Agate Rd	2.88 - 8.99	HSS	R1	6.1	11.5	3	3	50		
	003-4	SR 3	Agate	Grapeview Loop Road	9.01 - 20.32	HSS	R1	11.3	12	3	3	55		
	003-5	SR 3	Grapeview Loop Road	SR 106	20.36 - 24.91	HSS	R1	4.6	11.5	3	3	50		
	003-6	SR 3	SR 106	Belfair	24.95 - 26.83	HSS	R1	1.9	12	3	3	35		
	003-7	SR 3	Belfair	Pleasant Street Intersection	26.93 - 34.00	HSS	R1	7.1	10.5	5	5	55	1)Passing/climbing lane	2)Slow vehicle turnouts
	003-8	SR 3	Pleasant Street Intersection	After SR 310 Ramp	34.02 - 38.50	HSS	U1	4.5	12	10	4	50		
	003-9	SR 3	Kitsap Cty. Line	Luoto Rd	38.6 - 47.87	HSS	U1	9.3	12	10	4	60		
	003-10	SR 3	Luoto Rd.	SR 305	47.96 - 53.56	HSS	U1	5.6	12	10	4	60		
	003-11	SR 3	SR 305	SR 104	53.6 - 60.02	HSS	R1	6.4	12	6	6	55	1)Climbing/passing lane	2)Additional through lanes
Kitsap	16-1	SR 16	Pierce/Kitsap line	SR 160 (Sedgwick Rd)	20.11 - 24.68	HSS	R1	4.1				60		
	16-2	SR 16	SR 160 (Sedgwick Rd)		24.68 - 28.16	HSS	U1	3.5				60		
Kitsap	160-1	SR 160 (Sedgwick Rd)	SR 16 Jct.	Bethel Rd	0.00 - .82		U2	0.8	12	4	4	40	1)Additional through lane	
	160-2	SR 160	Bethel Rd	Long Lake Rd	.82 - 2.54		U2	1.7	12	4	4	45	1)Additional through lane	
	160-3	SR 160	Long Lake Rd	Southworth Ferry Terminal	2.54 - 7.47		R2	4.9	12	4	4	45		
Kitsap		SR 303 (Waaga Way)	SR 304 Jct.	Old SR 303 (Silverdale Way)										
303-1	SR 303 (Waaga Way)	SR 304	6th St		0.00 - 1.06		U1	1.1	11.5	C	C	30		
303-2	SR 303 (Waaga Way)	6th St	Riddell Rd		1.06 - 2.75		U1	1.7	11	C	C	30	1)Right turn lane	
303-3	SR 303 (Waaga Way)	Riddell Rd	Fairgrounds Rd & Joan Carlson Rd		2.75 - 4.55		U1	1.8				4		
303-4	SR 303 (Waaga Way)	Fairgrounds Rd & Joan Carlson Rd	Silverdale Way		4.55 - 8.25		U1	3.7				55		
303-5	SR 303 (Waaga Way)	Silverdale Way	SR 3		8.25 - 9.12		U1	0.9	12	8	8	55		
Kitsap	304-1	SR 304	SR 3 Jct.	Warren Ave	2.00 - 2.63	HSS	U1	0.6	11	8	8	55		
304-2	SR 304	Warren Ave	Bremerton Ferry		2.63 - 3.18	HSS	U1	0.6	22 C (Curb)	C	C	25		
						HSS								
Kitsap	305-1	SR 305	Winslow Ferry Terminal	Winslow Way	0.00 - 0.21	HSS	R1	0.2	12	2	2	30	1)Protected left turn signalization	
305-2	SR 305	Winslow Way	Day Rd		0.21 - 4.27	HSS	R1	4.3	11	8	8	55	1)Additional through lanes	

Table 5.11  
PRTO Regionally Significant Roadways - Suggested Improvements

COUNTY/ CITY AREA	SEGMENT T	ROADWAY	SEGMENT										Possible Road Improvements
			From	To	Mile- Post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Lmt	
	305-3	SR 305	Day Rd	Agate Passage Bridge	4.28 - 6.82	HSS	R1	2.5	11	8	8	55	2)Additional through lanes
	305-4	SR 305	Agate Passage Bridge	Poulsbo City Limits	6.82 - 11.67	HSS	R1/U1	4.9	12	6	6	55	
	305-5	SR 305	Poulsbo City Limits	Bond Rd - SR 307	11.67 - 12.82	HSS	U1	1.2	12	6	6	40	
	305-6	SR 305	Bond Rd - SR 307	SR 3	12.86 - 13.52	HSS	U1	0.6	12	8	8	35	
						HSS							
Kitsap	307-1	SR 307 (Bond Rd)	SR 305 Jct.	SR 104 Jct.	0.00 - 5.25	HSS	U1/R1	5.3	11	7	7	55	
Kitsap	308-1	SR 308	SR 3 Jct.	Naval Reservation Boundary	0.00 - 3.42		U3	3.4	11	6	6	35 - 50	
Kitsap	310-1	SR 310 (Kitsap Way)	SR 3 Jct.	National Avenue	0.00 - 0.80	HSS	U1	0.8	15.5	C	C	35	
Way	310-2	SR 310 (Kitsap Way)	National Avenue	SR 304	0.85 - 1.84	HSS	U1	1.0	11.6	C	C	35	
Clallam	110-1	SR 110 (La Push Rd)	Hwy. 101 Jct.	National Park Boundary	0.00 - 10.47		R3	10.5	11	2	2	50	1)Slow vehicle turnouts 2)Widen shoulder
Clallam	112-1	SR 112	Neah Bay	MP Marker 6	0.00 - 6.00		R3	6.0	10	1	1	35	
	112-2		MP Marker 6	Hoko Ozette Rd	6.00 - 12.53		R3	6.5	12	1	1	50	
	112-3	SR 112	Hoko Ozette Rd	Burnt Mt. Rd	12.53 - 17.16		R3	4.6	11	3	3	25-40-50	
	112-4	SR 112	Burnt Mt. Rd	Crescent Beach Rd	17.16 - 50.98		R3	33.8	11	3	3	50	
	112-5	SR 112	Crescent Beach Rd	US 101	50.98 - 58.90		R3	7.9	11.5	3	3	55	
Clallam	113-1	SR 113 (Burnt Mt. Rd)	Hwy. 101 Jct.	SR 112 Jct.	0.00 - 9.98		R3	10.0	12	3	3	50	
Port Angeles	117-1	SR 117	US 101	Marine Drive	0.09 - 1.40		U2	1.3	12	4	4	40	

## II. COUNTY/LOCAL ROADS

Clallam	Airport Rd	Hwy. 101 Jct.	Edgewood Dr.														
	Carlsborg Rd	Hwy. 101 Jct.	Old Olympic Hwy.														
	Hoko Ozette Rd	SR 112 Jct.	End														
	Kitchen Dick Rd	Hwy. 101 Jct.	Woodcock Rd														
	Lotzgesell Rd	Kitchen Dick Rd	Marine Dr. (E leg)														



Table 5.11  
PRRTO Regionally Significant Roadways - Suggested Improvements

COUNTY/ CITY AREA	SEGMENT T	ROADWAY	SEGMENT					Possible Road Improvements						
			From	To	Mile- Post	HSS/ RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Limit		
		Marine Dr	Lozgesell Rd	Sequim-Dungeness Way										
		Neah Bay Rd	SR 112 Jct.	End										
		Old Olympic Hwy.	Hwy. 101 Jct.	Sequim-Dungeness Way										
		Olympic Hot Springs Rd	Hwy. 101 Jct.	National Forest Boundary										
		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.										
		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.										
		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary										
		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary										
		Woodcock Rd	Kitchen Dick Rd	Sequim-Dungeness Way										
Port Angeles		Hurricane Ridge Rd	SR 101	Hurricane Ridge										
Port Angeles		Lauridsen Blvd	Airport Rd	SR 117										
Port Angeles		Lauridsen Blvd	SR 101 (Lincoln St)	Race St										
Port Angeles		First St/Front St Couplet & Marine Dr	SR 101	SR 117										
Port Angeles		Lincoln St, Laurel St & Oak St	First St, Front St Couplet	Railroad Ave (Ferry Landings)										
Sequim		Sequim-Dungeness Way	Hwy. 101 Jct.	Marine Dr.										
Sequim		Soleduck Rd	Hwy. 101 Jct.	National Forest Boundary										
Jefferson		Center Rd	Hwy. 101 Jct.	Beaver Valley Rd/SR 19	0.00 - 15.01			15.01	11	8	8	50		
		Chimacum Rd	Beaver Valley Rd/SR 19	Oak Bay Rd	0.00 - 1.57			1.57	11	3	3	25-40		
		Clearwater Rd	Hwy. 101 Jct.	DNR Road	0.00 - 4.13			4.13	10	2	2	25-40		
		Upper Hoh Rd	Hwy. 101 Jct.	National Park	0.00 - 12.04			R2L-4 12.04	10	2	2	35-45		
Port Townsend		Discovery Rd	Mill Road	San Juan Ave				R2L-6A						
Port Townsend		San Juan Ave	19th St	Admiralty Ave				R2L-6A						
Port Townsend		Admiralty Ave	San Juan Ave	W Street and Fort Worden										

Table 5.11  
 PRTO Regionally Significant Roadways - Suggested Improvements

COUNTY / CITY AREA	SEGMENT	ROADWAY	SEGMENT										Possible Road Improvements		
			From	To	Mile Post	HSS/RS	Road Type	Seg. Length	Lane Width	R-Shd	L-Shd	Spd Lmt			
Port Townsend		Water St	SR 20 (at Ferry Landing)	Monroe Street (Downtown Historic District)											
Mason		Brockdale Rd	Island Lake Drive/CL	SR 101 Jct.	1.98-6.27				12	5	5	45			
		Cloquallum Road	Lake Blvd/CL	Mason/Grays Harbor Line	1.20-18.92				11	4	4	35-45			
		Shelton	Shelton CL	SR 3	0.91-1.62				11	4	4	35			
		Matlock Road	SR 3	SR 102	1.62-7.14				12	5	5	45			
		Matlock Road	SR 102	Mason/Grays Harbor Line	7.14-27.87				11	2	2	40			
		Hurley-Waltrip Road	SR 108 Jct.	SR 101 Jct.	0.00-2.11				10	4	4	35			
		Johns Prairie Road	City Limits	SR 3 Jct.	0.51-3.73				12	5	5	45			
		Kamileche Point Road	Old Olympic Hwy	End of County Road	0.00-4.20				9	2	2	35			
		McReavy Road	SR 106 Jct.	Brockdale Road	0.00-6.85				12	5	5	45			
		Old Belfair Highway	SR 300 Jct.	Mason/Kitsap Line	3.89				12	5	5	45			
		Purdy Cutoff Road	SR 101 Jct.	SR 106 Jct.	0.00-2.77				11	1	1	45			
		Clifton Lane	SR 3 Jct.	SR 300 Jct.	0.00-0.21				13	0	0	25			
Shelton		Alder Street	Eighth St	First St											
Shelton		North Thirteenth	Olympic Highway North	Johns Prairie Rd											
Shelton		Northcliff	Alder St	North Thirteenth											
Shelton		Olympic Highway North	Alder St	Wallace Blvd											
Shelton		Wallace Blvd	Johns Prairie Rd	SR 101 Jct.											
Shelton		Brockdale Rd	Johns Prairie Rd	Island Lake Rd											
Shelton		First St	Railroad Ave	Alder St											

## CONCLUSION

This chapter describes the existing conditions and projected growth scenarios of the regional road system as identified by the PRTPO. The regional road system was developed through consideration of such issues as inter-county and regional travel, tourist, commercial, and freight traffic, and impact on the economic stability of the PRTPO area, and required coordination amongst member agencies of the PRTPO. As a result of interjurisdictional coordination and the analysis the PRTPO was able to provide descriptions of the regional system in terms of daily travel, functional classification, and level of service and to identify capacity deficiencies and potential solutions.

Comprehensive tables containing all of the information regarding roadway characteristics, existing traffic volumes and LOS, future volumes and LOS, and suggested improvements are included as an appendix to this Chapter.